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HONGRONG, 14TH APRIL, 1904

THE practice of deporting worthless or kong is one of which we have frequently complained in the past, but it continues to flourish, and hardly a week appears to go by now in which a reader of court proceedings in our northern neighbour's Press cannot find some mention of an undesirable character who, with or without preliminary imprisonment, is to be removed from Shanghai and given a fresh chance in lifein Hongkong. Matters have come to such a pass that the most recent Shanghai joke (which we quoted in yesterday's issue) is the child's answer to the teacher's question where bad people go to-"To Hongkong." Shanghai, in the popular phrase, is "rubbing it in" by thus laughing at us. indeed it is no laughing matter. We are not inhumane, and we think it is very right that minor offenders should be given the chance to make a fresh start. But why in Hongkong, when Hongkong is not in any way responsible for their offending? We are not in a position to be a reformatory or moral sanitorium for other ports in the Far East. We are not over, but under-policed, after the hordes of low-grade and at least auspicious Chinese whom our labour-market attracts, we cannot with justice be called upon to undertake the supervision of non-Chinese rogues and vagabonds from other places. It is impossible to say definitely that any than British subjects are openly passed on to Hongkong, though it is certain that the "beachcombers" with whom we are favoured are not all British. The Insular Government of the Philippines recognised the equity of Hongkong's com-

to ship released convicts and other deportees of United States nationality direct to the States, instead of, as formerly, letting them proceed to Hongkong. But the Philippines, cious characters of other nationalities, and | appointment. of these we certainly get our share when I the Philippines got too hot for them. worse, and the sting of it all is that British undesirables are legally sent here in number of cases, to prey on the community. The Order in Council for the Government of H.B.M.'s subjects in China (and Japan, as it was originally) declares in its 107th in Siam. clause that, " where an order of deportation is made, the Court shall not, without the consent of the person to be deported, direct the deportation of any person to any place other than Hongkong or England." The 112th clause goes on to say that," when any person is deported to Hongkong, he shall of his arrival there he delivered, with the warrant under which he is deported, into the custody of the Chief Magistrate of Police of Hongkong. . . . who, on receipt of the person deported, with the warrant, shall detain him and shall forthwith report, the case to the Governor. . . who shall either by warrant (if the circumstances of the case appear to him to make it expedient) cause the person so deported to be taken to England . . or else shall discharge him from custody." This is the legal sanction in case of deportees. But there are also British subjects who get into trouble in Shanghai, who are not definitely deported, but, as it were, let off with a caution if they undertake to go to Hongkong. Now with regard to the Order in Council, this was made in 1865, when circumstances were of course totally different from what they are now. The continuance of the practice of "dumping" in Hongkong at the cautioned persons, who are sent on to Hongkong to try to amend their ways. the British authorities at Shangbai treating Hongkong in an unjustifiable manner in order to lighten their own labours. It is high time that a vigorous protest is made, and that the local Government of the

Work is going forward on the new Post Office site on the Praya, and two huge pile-drivers are already in position.

Colony takes steps in the matter. Public

complaints, however true, cannot alone do

much against a long-established tradition

and the matter is, moreover, one which

intimately concerns the policing of this

An office boy in the Chartered Bank Bangkok has been arrested on a charge of being implicated in the forgery of a cheque for 12,000

Members of the King Edward VII. Lodge No. 910 R.A.O.B. are reminded of the concluding ball of the season which is to be given to-night in the City Hall. Dancing will commence at 9 o'clock.

Mr. G. W. Clark, photographer, Ice House Road, sends us a series of photographs he secured during the recent fire at the Kowloon godowns. They are capital pictures, showing the fire as it criminal persons from Shanghai to Hong- appeared at different stages. To those who witnessed the fire, in particular, they will be interesting memorials.

> Yesterday forenoon the central part of the city was crowded with German soldiers from the transport that is presently in the harbour, Most of them made their way to the market for the purchase of fruit, and the pavement opposite the Post Office was in rather a dan. gerous state for some time, covered as it was with banana-skins and orange-peel.

> The trade returns of the Straits Settlement for the quarter ended on the 31st December last have now been issued. Both imports and exports show a considerable decrease in dollar values amounting in all to nearly 16 million dollars-say 7 per cent. The decrease is in part due to the higher exchange rate of the dollar. Exports show a decrease also in sterling, but imports an increase to more than counterbalance. The total trade expressed in sterling shows very slight increase.

The symbol of the two-headed engle, the emblem of Russia, is considered by some heralds o be merely the result of the heraldic practice of "dimidiation," which crept into English heraldry during the reign of Edward I. Dimidation was simply a child's way of impaland having so much work to do in looking ing two coats of arms on the same shield by the primitive method of cutting each in half, and taking the dexter half of one and the sinister Japanese romances are enormously long and half of the other, and placing them back to dull. One of them, entitled The Story of Eight back, as it were. Strange two-headed beasts | Dogs, runs to 116 volumes, and at the end all naturally resulted; as, for instance, when a lion | the characters, numbering fifty, without countand an eagle were halved and joined together: ing the Dogs, are dead, and the reader's condiand the griffin is supposed to have been evolved tion is not much better. Happily, adds the from two lions rampant by dimidiation. The critic, this tale has not yet been translated into two-headed eagle of Russia was first assumed Russian. Evidently he is a feuilletonist, who by Ivan Basilovitz when in 1472 he married wishes he could keep a story going as long, and Sophia, daughter of Thomas Palaeologus, and | chap up as many corpses. But in justice to niece of Constantine XIV., the last Emperor | Japan it should be said that the romance in of Byzantium. The two heads symbolise the question is in 106 volumes only, and that the Eastern or Byzantine tempire of the Western Dogs are Japanese gentlemen, whose canine plaints not long ago, when it was decided or Roman Empire.

H.M.S. Sirius returned yesterday, and proceeded to coal ship.

Mr. Fisher, U.S. Vice-Consul at Nagasaki, has been promoted to be Consul at Tamsui, Forof course, are troubled with had or suspi- mosa, and will leave shortly to take up his now

Immediate effect has been given to the recently concluded Franco-Siamese treaty by the Shanghai's offence against us, however, is appointment of MM. Strembler. Lambert, Fournier, and Debasse to a mission in Siam to promote reach influence in that country. The Governor-General of French Indo-China has contrary, by a general upheaval of the people. further commissioned the e four gentlemen to form a bureau on their return to deal with all questions tending to promote French interests

> Dr. Shiga, the distinguished Japanese bacteriologist, who discovered the bacillus of dysentery a year or two ago, has succeeded in obtaining for his Government an anti-toxic serum, which will probably be put to the test in the present campaign. It is the aim of everyone who discovers a bacillus to crown his work by producing from it a serum which may rob it of its powers; and better fortune appears to have attended Dr. Shiga than Professor Koch, who has not yet, after more than twenty years succeeded in robbing the tubercle bacillus of its

> The Governorship of British North Borneoworth \$15,000 a year-still remains vacant, but the duties of the office are being carried out in the meantime by Mr. E. Peregrine Gueritz, who has been a judge there for the last ten years, and was some time ago appointed one of the com. missioners to assist in administering the Go. vernment. Mr. Gueritz first went to Sarawak as a cadet in the Rajah's service thirty years ago, and gradually worked his way round to Sandakan. He has proved himself at all times an alert and teetful official, and has a complete and accurate grasp of North Borneo and its people and affairs.

One important Australian town. Palmerston. the capital of the Northern Territory of South Australia, is practically in the hands of the Chinese, who form the majority of the populadate is iniquitous. As for the tion, and employ white men. On all the leading Australian goldfields there are Chinese "camps," but there the Chinese digger is as free as the European. In Melbourne and Sydney there are extensive Chinese "quarters." responsible for so sending them are certainly. There the Mongolians are tea-merchants, market gardeners, furniture manufacturers, and owners of numerous laundries. They have almost elbowed the Enropeans out of these two latter trades.

> "Excalibur" writes to the Singapore Free Press a letter in which he holds that the European element there is being swamped by the Asiatics, that the trade of the Colony is in a wretchedly hopeless state, that the Government is anothetic, that the unofficials are poch-poched, and that the time has come for the spirit of Mr. Chamberlain's methods to be infused into Colonial affairs. "Is it not time for the Government to be reconstructed?" he asks. The Press remarks that any "reconstruction," only obtainable by revoking the Orders in Council on which the Colony stands, would end in an ultimate increase of the disabilities of the European element.

> The saving in distance between Liverpool ands Yokohama via Halifax, Vancouver, New York, and San Francisco is 1,515 miles in favour of the Canadian route. This advantage will be greatly increased when the new Grand Trunk Pacific line to Port Simpson is completed. The Empress of Japan has made a record trip of ten days, ten hours from Vancouver to Yokohama, the distance, being 4,283 miles. With a fast line of steamers between England and Halifax. Capada, British mails could be delivered in China and Japan in a little over three weeks with satisfactory regularity. This would be a better result than is likely to be accomplished by the Trans-Siberian railway for many yearsapart from all question of the war.

The Lancet wrote last month :- His Majesty the King has now recovered from a sharp ships. catarrhal attack. The cold, commencing as is usual in these insidious cases with irritation in the throat and mouth, was aggravated by the exertion of his visit to Cambridge, where he necessarily was submitted to many changes of temperature in his conscientious inspection of the new buildings of the University. As a result, on his return from Cambridge, there were some fever and bronchial irritation. His Majesty was kept in rooms of an uniform temperature, and the slight pulmonary symptoms soon subsided, the patient answering quickly to remedies. His Majesty's public movements have since shown that his restoration was considered complete by Sir Francis Laking, who has been in attendance.

The literature of Japan has excited some jealousy in Paris, writes a home contemporary. No. where, says a sprightly critic, is fiction so much written and read as in the land of the Mikado. character is allegorical.

## TELEGRAMS.

REUTER'S SERVICE. CHINA'S NEUTRALITY.

LONDON, 11th April.

The Morning Post's Chefoo correspondent wires that en increase of anti-foreign policy is permeating to Peking, and that there grave possibility of China's neutrality being sbroken soon, in spite of official assurances to the

AUSTRIA AND ITALY.

LONDON, 11th April. The Standard's correspondent at Vienna ave that it is anticipated the result of the mosting between the Austrian and Italian Foreign Ministers at Abazzia will be that the agreement between the two countries relating to Albania will be extended to the whole of the Balkans

### LEAVITT'S TROUBADOURS.

Last evening this Company performed in the Theatre Royal before a fair house. There was Liaoho there are about 20,000 Russian troops. change of programme and some novel turns were put on.

window of Messre. Ullmann & Co., Queen', trians are going by the Yinkow railway. Road, opposite the Post /Office, until Saturday night, when the Professor will awake him from established his title to be in the front rank of thought-readers, it will be still more in teresting to see how he exhibits his hypnotic powers, which are said to be of quite a different class from anything of the kind yet seen in Hong-

### STREET-COOLIE HIRE.

In response to a correspondent who asks | the size of a cigar-box. whether 33 cents a day for the hire of streetcoolies is, as stated in the Chronicle and Directory, the correct fee, and, if so, by whom it was fixed, we may state that the scale is official. Having enquired into the matter, we refer our correspondent to Ordinance 8 of 58, section XVII., and to the Government Gazette for 1871 when on p. 337 a notification by the Colonial Secretary may be found, giving the revised scale of hire for street-coolies.

### DEPARTURES FROM HONGKONG.

Between ten and eleven o'clock yesterday morning a long string of Chinese crackers suspended from the verandah of the East Asiatic Trading Co.'s premises, in Des Voeux Road, was fired off, making much noise and emitting a cloud of sulphurous smoke. This was a farewell to Mr. G. Harling, Manager of the East Asiatic Trading Co., and Vice-Consul for Sweden, who left for Europe yesterday, accompanied by his wife. Mr. John Goosman, who has been over 31 years in the Colony, and than whom there is no more popular member of the German community, also left by the Hamburg. His retirement is much regretted.

### DUMMY SHIPS: A WARNING

Admiral E. R. Fremantle, as vice-chairman of the executive committee of the Navy League utters a timely warning as to the out-of-date character of many of our sloops and gunboats now in commission on foreign stations. The fastest of these vessels are of only 13 knots speed, and they are therefore useless as cruisers. It is suggested that in 'case of war arrangements should be made to recall the vessels at once to the headquarters of each station, and that the crews, some 3,000 in number, be utilised in another way. A summary of these old vessels of low speed-which, by the way, cost about a million and a half of money-shows that they number twenty-four in all, and are scattered all over the world. They include fourteen sloops (five on the China Station) and eight gunboats (two in China), but light-draft river gunboats are not reckoned, as their retention can be defended. The conclusion is that the Admiralty should build more fast scouts to take the place of these masted police

### T E CHINAMAN'S FAREWELL.

The Duke of Marlborough stated the other day that he was credibly informed that at first at any rate many Chinamen preferred to leave their wives at home. (Laughter).] The parting of our ways lies here,

But, almond-eyed, forbear to weep; "Tie that, although I hold you dear, The world has found me cheap. No more our rats and rice we share By native swamps of curi us smell;

You're mine, for ever mine-but there Are other mines as well. Called forth by fate's relentless voice, Driven by fate's unsparing stick,

The miner cannot take his choice-He merely takes his pick. Here as a man I quit the scene-Become a slave, a yellow dog. An animated mnd-machine

Priced in a catalogue. I place my neck beneath the heel, And mock and mute I play my part; Yet wait a turning of the wheel, A zig-zag on the chart.

BARRY PAIN, in Daily Chronicle. WEATHER REPORT.

The Hougkong Observatory yesterday issued the following report :--On the 13th at 11.30 a.m. The barometer has fallen at all stations but more particularly.

and it is relatively low in the Philippines, Gradients are very slight on the China Coast, and light E, winds will probably be met with in the Formosa Channel. They are moderate over the N. part of the China Sea, and moderate E. to SE. winds will prevail in this region. Forecast :- Moderate E. winds; cloudy, fine.

### WAR NOTES.

NEWS FROM SHANGHAL. The Shanghai Mercury of the 8th inst. says :- " A telegram has been received from Newchwang stating all is quiet there. Steamers are leaving there for Shanghai to-day and tomorrow, and steamer companies are asked to | send more steamers. By this we conclude that our correspondent at Chefoo has been misinformed regarding Newchwang." The Chefco. telegram referred to says :- "There are still ten steamers at Newchwang loading bean-cake. It is reported that no more steamers are calling at Newchwang as the Russians are mining the

entrance of the river." The Sinwenpao says that according to a letter from Fongtien, the Russian troops despatched to inspect the city of Fengtien hardly exceeded 3,000, but the Russian authorities. exaggerated the number to uphold their orders among the Chinese. The troops were ordered to march in and out of the city with such move. ments as deemed fit to deceive the Chinese, who, however, are not all feels; they saw through their stratagem long ago. On the south of the

The Sinwenpao also states that a bridge across the Yao Yang river situated at a point To-morrow night Professor Zancig will between Heinminfu and the vicinity of Konput a hypnotised person, to be selected pangtze, which was flooded, has been damagfrom the audience, into a sleep, and the ed, for which reason the trains have been intersubject will be placed on exhibition in the rupted. For the sake of convenience pedes-

MISCELLANEOUS. According to a Straits Times telegram dated his trance. As Professor Zancig has fully London, 31st March, it is reported in S. Petersburg that the Japanese have destroyed the Russian prostatic park in Mancharia, cutting the balloon connections.

Sixty million compressed tablets of dried mills have been ordered by one of the belligerents-Russia, we presume. These tablets, it is said form a perfect ration for the soldier who can carry provis ons for a fortaight in a receptacle

The Echo de Paris published last month an

account of what purports to be an interview with Mme. Stark, wife of the Admiral who was commanding the Russian fleet at Port Arthur at the time of the first attack by the Japanese fleet. "We were expecting hostilities," Mme. Stark is reported to have declared, "and everything led us to believe that they were close at band We had been living for a long time in uncertainty, and, although we did not think that the attack could occur that night, the squadron was nevertheless on its guard. On February 8 Admiral Stark ordered his officers to be on board again by five p.m., though, as a rule, the officers were free until eight p.m. Since May, 1903, when he came to Port Arthur, my husband never spent a night on shore. According to certain statements, I had given a ball on that night, but as a matter of fact there had been a Council of War on board the flagship. When the Japane e attack was made half the squadron had steam up." Commenting on this in the London Daily Chronicle, Mr. Fred T. Jane says :- " Mme. Stark's statement that the story of the Russian officers being at a ball on the night of the 8th-9th February is a fabrication. was hardly needed. It reads in parts, by the way, more like an official statement than a lady's disclaimer. It reveals one hitherto unknown fact. that only half the Russian ships had steam up. This makes the case rather black against her husband or Admiral Alexeeff; for ships to lie in the open roadstead without means of locomotion with war imminent was a very peculiar state of affairs indeed. It is little wonder that

Admiral Stark has been recalled." Reports from Russia give a very gloomy account of the position of affairs there, writes a Vienna correspondent. The country is in state of dangerous political fermentation. All the non-Russian nationalities in Russia-the Poles, the Fins, and the Baltic Germans-are exasperated against the arbitrary and omnipotent Minister of the Interior, M. Plehve. The Armenians are deprived of their schools and ecclesiastic funds; the Little Russians are forbidden to print in their own language; the Jews are outlaws. Never before was there exhibited such an amount of racial hatred and antagonism in Russia as there is now under the despotic rule of M. Plehve.

### BURGLARY IN SEYMOUR ROAD.

It was reported yesterday that on the previous night the house of Mr. Chau Tung Shang in Seymour Road (adjoining Mr. Ho Tung's dwelling) had been broken into by burglars, who gained access by climbing up a storm-water pipe and got clear away with some \$1,000 worth of property.

### SUPREME COURT.

Wednesday, 13th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CHEUNG RAM TIN v. C. EWENS. The hearing was continued in the cross-action by Cheung Kam Tin against C. Ewens, solicitor, for \$94,382.04, being the difference between the value of 1,800,000 square feet of land and 100,472 square feet of land at 5½ cents per square foot with costs of \$908 paid to the defendant as

plaintiff's solicitor. Hon. H. E. Pollock, K.C. (instructed by Mr G. K. Hall Brutton, solicitor), appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed The highest pressure is at present over Japan, by Mr. R. Harding, of Messra. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

Mr. Ewens was examined at great length for the defence, and the case was again adjourned.

### CORRESPONDENCE.

SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS.

Sin,-Will you be so good as to allow me

Hongkong, 13th April.

to enter into the arena of this controv 'sy again. as I wish to reiterate that to learn shorthand it is very difficult? It is plausible, but not possible, for a person to become a full blown stenographer after a couple of months study. The secret of quick writing is, much practice. As the majority of public speakers or business men articulate from two to three words every second, it will be evident that the hand must be well trained and the mind well tutored before the pen can keep pace with the tongue, and this can only be accomplished by dint of long and continued practice. When your correspondent, in casting aspersions on Pitman's system, received his desserts. I was surprised that he should act the "indignant innecent" by asking "Why are Pitmanites so icalous of this shorthand, and why do they attack all new systems" when he was the first "to open the ball." Advertisement is the life of trade, and to praise a system in which you are interested is highly commendable and businesslike, but to make comparison with contempt of a rival system and call it "obsolete" cunnot be considered fair criticism. In stating that Pitman's system is out of date, your correspondent has indirectly injured the business of local booksellers, both foreign and Chinese, who carry large stocks of Pitman's shorthand publications, and in justice to these honest tradesmen who imported the books at considerable cost, you should give publicity to this letter. I may further state that Pitman's shorthand is still taught in all the leading colleges and schools in the Colony, and it is a silent testimony that the system is not yet "obsolete." With regard to his statement in your paper this morning, I shall say that "betting is nothing more than fool's argument." I am afraid that by treading on the adder, he has kicked against the pricks this time .- Yours, etc.,

M. FERNANDEZ c/o Mossra Kelly & Walsh, Ld.

TO THE EDITOR OF THE "DAILY PRESS." Sin,-I have no desire to infringe on Mr. Warwick Peele's monopoly of bluster and abuse in this discussion; he is welcome to all the good his public display of temper may be calculated

So far as I am aware no claims whatever have been put forth by lady students of the "Up-todate" system of shorthand. If there are any who are able to do what Mr. Peele claims I would gladly apologise for any injustice my letters may have done them, and would congratulate them most sincerely upon a remarkable achievement. The Principal of this Business Training College, I imagine, would have no difficulty in getting a small committee to test these claims. A ten-minutes shorthand test would suffice, students being required after an interval to read what they have written.

As Mr. Peele has not quoted me fairly in his letter, I would like to call attention to his claims once more. They now appear in a still more definite form in the advertisement:

Here is the extract:--

"At present his teachers have only been under training for a fortnight, whilst six weeks altogether will be necessary. One, a lady, after 9 "days' study, accomplished 40 words a minute, "after 11 days, 60 words; after 21 days, 80 "words; and she is now in the 120 words a " minute speed lesson."

Let the reader carefully analyse this announcement, but pray, Mr. Editor, do not allow anyone else to point out the inherent absurdity of it-Warnthim that Mr. Peele would "Chastise such a man severely."-Yours. &c.,

PHONOGRAPHER.

# POLICE COURT

Wednesday, 18th April.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

EXTRADITION.

The case of Abdul Kalik again came on before Mr. Kemp, Mr. H. W. Looker, of Messrs. Looker and Deacon, appearing for the defence. Mr. Looker said he understood that the murder with which the defendant was charged, took place at Sainam, near Canton. Was His Worship satisfied that the prisoner was a British

Mr. Kemp read over previous evidence showing that the man was a British subject from British India.

Another question: Had the Consul at Canton jurisdiction to try an offence by British subjects committed in China?-Yes, the Shanghai Court had jurisdiction to do so.

Mr. Kemp read over the dopositions from Canton. From these it appears that the murder took place on the morning of the 24th ult., an Indian watchman of the Canton-Hankow Railway being shot with a revolver while asleep in bed. A Russian had been arrested and released; and the defendant, also, had been arrested and released.

The depositions were interpreted to the defendant, who, acting upon advice from Mr. Looker. did not make a statement.

Mr. Looker submitted that the defendant was entitled to know under what sub-section of the ordinance the application for extradition had

Mr. Kemp did not know, but that was not

Mr. Locker applied for an adjournment,

which was refused. Mr. Kemp ordered that the man be sent to

gaol to await warrant from the Governor for extradition. He would not be given up. however, for 15 days, during which he had a right to apply, if he thought fit, for an overruling decision from the Supreme Court.

### ROYAL HONGKONG YACHT CLUB.

TWELFTH CLUB RACE.—COURSE NO. 19. The 9th April opened with a dead calm and glassy sea, and it seemed as if the championship yachts would have another unfinished race to resail; but the wind gradually rose with the flood tide, and at the conclusion of the race it was blowing half a gale.

At gunfire the Dione and Elspeth got off with the lead, but Vernen gradually closed up. and these three kept together past the Trocas Rock and up to the Fairway Buoy. On the close haul up to the Trocas Rock the second time Dione was still leading, Vernon close to her; Ailcen caught up Elsp th, and these two rounded the buoy together. However, in and running down to Buoy, the Elspeth again went For the best home Dione, Vernon, stood in to the Hongkong but Elspeth tacked straight across to Stonecutter's Island, where there was smoother water. Half-way across the harbour the Dione and Vernon, which were close together, separated, the Dione passing under the stern of a steamer and standing over to the Yaumati shore, and Vernon making another tack towards Hengkong. This gave Dione the race, as from this point she gained 7 or 8 minutes on the Vernon by getting into a windward tide an smooth water on her last tack. The Aileen closed on the Vernon in the rough water, and the Etepeth was within 2 minutes of her also. but she gave up after fouling the Aileen near the finish.

The Dione, by winning the last three races secures the second prize in this class, whether she re-sails the eleventh race or not. The times at the finish were :-

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### ONE-DESIGN CLASS. The twelfth and last club race was sailed on

the 10th inst. in a fine breeze from the cast, and resulted in a win for Collect over Min by 2 feet, without having removed the goods, because after one of the closest races sailed this senson, the two yachts never being more than 50 yards apart whilst in company. Colleen, Bonito, and Min took one reef down, but Kathleen and Erica carried full sail and were at times a trifle hard to steer in the puffs in consequence. A very level start was made, Colleen and Min crossing | public notice board. Witness replied that he together, Collecn to windward, with the other | had not given the matter a thought. In further three in close company. All set spinnakers to cross-examination witness said the reason he starboard except Bomito, and the boats kept close | wrote the letter to Mr. Reynell was because he together till they gybed at Trocas Rocks Buoy. heard that goods were being removed by another Collece was round first, followed by Min, Kuth- bank from Mr. Reynell's godown. In reteen, Erica, and Bonito in the order named examination, witness said he could not say Colleen did not gybe immediately, but finding positively when he received that information, Min drawing up fast gybed and got away again. but as far as he could remember it was the same After running down the north side of the island | morning as the advertisement appeared. He all the yachts came together again in the fluky | did not discuss the matter with the other banks patch of wind and calm to leoward of the island. and did not know whether they removed goods Here Bonito kept very close to the shore, and in consequence of the appearance of the carrying the wind with her, drew ahead for a advertisement. few seconds. However, Colleen was the first to feel the true wind, and with sheets slightly checked went-off for the North Fairway Buoy. Min and Erica were the next to get the wind, and went off together, Min to windward, Kathleen and Bonito being slightly left. On the reach across Colleen kept ahead of Min, which managed to shake off Erica, whilst Bonito and Kuthleen fell behind. Colleen luffed round the buoy thirty yards in front of Min, which in turn was about 13 minutes in front of Erica. Bonito and Kathleen meanwhile were having keen struggle, until on reaching the buoy Kathleen gave up, having sprang her mast. All the yachts were able to fetch the east end of Stonecutter's on the starboard tack, and Colleen got round in front of Min, with Erica | value. Each of these destroyers, all of which and Honito along way astern. Spinnakers were are under the command of Lieutenant Lloyd Chinese who cut and stack the wood brought once more set to port, and Colleen rounded the Chandler, is 245ft. long of 535 tons full load west end of the island just clear of Min. displacement, 800 horse-power, and from twenty-Fairway Buoy still in the same order. Rounding the buoy Colleen stood clear across to the Stonebut being weather-bowed every time she tacked. expected in the Indian Ocean. Tack after tack was made by both boats, but Cotteen to windward was able to hold her "advantage to the end, and Min was never able to get her nose in front.

Times at the finish were :-

HANDICAP CLASS.

In the handicap class Gloria got away to good start, closely followed by Charticleer but they were passed on the reach to the Trocas Rocks Buoy, Iris rounding first, followed by Alannah, Gloria, Chanticleer, and Dorcen in reached in the following order:-Iris (3 mins. of the flotilla.

ahead), Chanticleer, Alannah, Gtoria (close ; together), Doreen. From this point the order remained the same throughout the race, Iris and Chanticleer working down the Kowloon shore in the beat home from N. Fairway buoy, and maintaining their lead from Alannah, who worked the Hongkong shore.

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and as she did not return to her recall signal was disqualified.

### A KOBE LIBEL SUIT.

H. E. Reynell, of Kobe, against Mr. R. Young, Editor of the Kobe Chronicle. The action arese over the insertion of an advertisement signed by a local barrister acting as attorney for Mr. Bank in Kobe, calling attention to this anthe Bailk might be immediately removed. Mr. the Chinese troubles. Murray, being now about to leave Kobe, was examined in the Kobe Court on the 5th inst on an application filed by the plaintiff for tho preservation of evidence. In his examination Mr Murray said Mr. Reynell owed the Bank at the time a heavy amount of money. When application was made to him Mr. Reynell handed over the key, which the Bank retained for two or three days, and then returned it the Bank considered that Mr. Reynell was not in such a bad condition as they had thought he was in. In cross-examination defendant asked the witness whether he was. aware that it was the practice of the Court to advertise the attachment of property on the

### U.S. DESTROYERS CRUISE 18,051 MILES.

The United States destroyer flotilla consisting of the Chauncey, Dale, Bainbridge, Barry, and the Decatur, escorted by the converted croiser Buffaloe, arrived at Singapore on the 3rd inst. The squadron left Key West on the 23rd December. Few cruises in the history of the U.S. nary have excited the public and professional interest occasioned by this voyage of the Decatur, Barry, Chauncey, Date and Buinbridge, which, when added to the Asiatic battleship fleet, will greatly enhance its fighting centre of the harbour. Erica and Bonito chose flying wedge, in which at full speed they come Bonito managing to cross Erica and get touching, and discharge torpedoessimultaneoushome in third place. The two leaders ly at a given target. Although a hundred ships From here on a desperate race ensued, Min stand the heavy seas of this season of the year sailing faster, trying hard to get clear of Colleen in the Atlantic and the uncertain weather to be

The Buffaloe is commanded by Captain Albert Ross. The determination of the route was left largely to the commander of the Buffalos, but as tentatively outlined the Buffaloe and the flotilla headed straight from San Juan for the Cape Verde Islands, then past Gibraltar into the Mediterranean with a short stop at Algiers and a longer one at Naples before passing through the Sucz Canal. Men on the destroyers were sure of the ability of the boats to make a safe voyage to the Far East, the Straits Times records, and said that the destroyers had proved stable in a pretty heavy seaway. An officer of the flotilla said that the boats are as high powered as the average cruiser, have as much freeboard as a the order named. At the west end of Stone- loaded collier, and when going at fifteen knots cutter's the boats ran into a calm under the speed are as comfortable as a big steamer. He lee of the shore, but Iris was first away, followed added that the destroyers shook a great deal by Chantilleer, and standing up better when making full speed. There are about to the strong reaching wind with reefed eighty men aboard each destroyer, a total of mainsails than did the other boats with whole | about four hundred on the flotilla. Lieutenant mainsails, the two leading boats kept their lead L. H. Chandler, son of a former Secretary of from Alannah, and the N. Fairway buoy was the Navy, William E. Chandler, is in command

### THE JAPANESE AND THE AMUR RIVER.

There has been a great deal said about some mysterious scheme which the Japanese are keeping in reserve, a scheme calculated to astonish the world, writes a Russian correspondent to the Standard. It will hardly astonish the Russians, at any rate, if the scheme be what I have reason to suppose it is, for the Russians have long ago been warned of the contingency. At the same time, Russia will be utterly unprepared to meet it, nor will any possible efforts, energy, skill, or money now suffice to make her ready. The weakest point in the Russian hold upon her possessions east of Lake Baikal is her neglect of the opportunities afforded her by the magnificont three thousand miles of navigable waters in the River Amur. In the Chinese, or Boxer, outbreak of a few years ago Russia had not a single gunboat or armed ship of any kind whatever throughout these three thousand miles of water, the frontier, for the greater part of its length, of her possessions. During the troubles Russia made a few hasty purchases An action for libel is being brought by Mr. from local merchants of steamers used as tugs to carry cargo in huge barges up and down stream. On board of these, only one of which, I am informed, has a steel deck, or is A. Kirby, who was plaintiff in a suit recently at all strong enough to carry artillery, Russia brought against Mr. Reynell. The advertise- placed a few field-pieces, and erected gun ment warned the public that an order of attach- shields from boiler plates. These are the "gunment had been issued by the Kobe District | boats" which may be read about in travellers' Court which enabled the plaintiff to attach any tales describing journeys on the Amur Rivermovables in the possession of the defendant The best of the boats were built in England, whether held on trust or otherwise. When the and the majority, I believe, by Messrs. Armadvertisement appeared a letter was written to strong, who will know everything about them, Mr. Reynell by Mr. G. C. Murray, acting It is beyond the limits of human possibility to accountant of the Hongkong and Shangha; furnish the Amur River with gunboats now. and Russia will see reason to regret that she nouncement and asking Mr Reynell to oblige | paid little attention to the representations made by handing the keys of the godowns to by Naval officers who thirsted for the opporbearer so that the goods under lien to tunity of utilising this magnificent river during

The month of the Amur River, at Nikolaevsk, is defended by some forts of ancient construction, and it is believed, unprovided with modern artillery. There is, moreover, a guardship, another small steamship, which began life as a tug belonging to one of the great foreign trading firms who have done so much for the Amul Territory. These will present no difficulty whatever to an attacking force such as the Japanese. Unfortunately, the River Amur is blocked at its mouth by the vast quantities of ice which come down the stream, and is further rendered dangerous for navigation by the icebergs coming down from the Arctic Ocean, and tossing back and forth in the estuary for a long time after the river proper is open to navigation. Generally speaking, ships can only enter the Amur River in June. And in June we may confidently expect that a flotilla of properly armed lightdraught gunboats will steam boldly into the Amnr and proceed to make themselves felt throughout its length. There are no forts on the Amur River which could tackle a river gunboat, the Russians having devoted, as usual, all their attention to securing themselves against land attack. The Japanese know every inch of the river, for, their careful system of espionage apart, the Japanese fishermen have been long accustomed to penetrate even as far as above Blagovêstchensk, and it is probably not without a certain significances that their numbers have been noted to have increased considerably during the past three or four years. A to mining the river, it is probable that the Japanese have already taken the measure of the Russian as a mining expert, and indeed, it not a branch of warfare to which much attention has been given in Russia.

It is true there are very few towns along the whole stretch of the Amur River, but the moral effect of the capture, say of Khabarovsk, the centre of the administration of the entire Amur region, would well repay the risks. The Japanese can live upon the produce of the country-side, and would everywhere find sympathetic Chinese to aid them. It is the the steamers; it is the Chinese who provide the Taking in spinuskers they reached across to the eight to twenty-nine knots maximum speed an food supplies; it is the Chinese who, in short, hour. For rapid evolutions they surpass any have the whole economy of life on this river in craft ever put into commission in the United their hands; and can it be doubted that Japan cutter's side, while Min elected to work up the States navy, their most notable work being the would find her path made easy? There is, indeed, nothing to prevent a dashing Naval officer the Hongkong shore, and gained somewhat, together in the form of a "V," their sides almost from taking a few light-draught gunboats up the Amur to the confluence with the Sungari. and up that river, even to the headquarters meanwhile came together again near the of the U.S. navy smaller than these boats have of the Russian Army itself, to Kharbin. Of Star Ferry Wharf, Min shaking out her crossed the Atlantic, it has been questioned course, actions of this nature would not influreef just before College crossed her bows. Whether the destroyers could successfully with- ence in themselves the issue of the War, but naissances of this kind would provide invaluable information, and throw a chill upon the ardour of the helpless Russian land forces at the same time. Already one reads continually of signal lights being seen on heights around Russian posts in Manchuria, supposed to be those of the Chunguses, but at any rate hostile to Russia, for they disappear on the approach of the Russian scouts.

I leave it to naval and military experts to develop the idea I have ventured to suggest here. It must be remembered that there are very few Russians settled along the three thousand miles of the Amur, and still fewer along the Sungari, whereas Chinese abound. That the Russians will be taken by surprisewould, strategically speaking, be taken by Burprise even if formally warned beforehand, since they cannot possibly now remedy their neglectis a matter of course. If naval officers had their suggestions ignored in 1900, there is very little reason to be found in their exploits since that date why the military chiefs should give them a hearing now.

perhaps, worthy of notice. The mouth of the until the rout was complete. On Amur is closed until June, but the river itself, return to the capital he was promoted to the

since its last six or seven hundred miles run due North, is for the greater part of its length open at least a month before, and the Sungari is open in April. Now, that month would be worth the utmost efforts that a nation could put forth, first, because it will be utilised by Russia to bring up reinforcements, and secondly, that it will be precisely by way of the river that the reinforcements may be expected to come; and if not the men, then at any rate the supplies will come by river, in order to relieve the strain on the single-line railway. There is one point where Nature has placed it within the power of man to change her landmarks. At a point near Do Castries Bay, 150 miles below the estuary of the Amur River there is a lake; the coasts of which approach within a short distance of the ocean on the East and of the Amur River on the West, there being on the Western side also a river which brings the waters of the Amur still -mearer: It was once the intention of the Russian Government to cut ships could enter much earlier, and also could avoid the always dangerous navigation of the narrow neck of the Gulf of Tartary, the treacherous straits between the mainland and the Island of Sakhalin. The plan was pigeonholed and forgotten. At a generous estimate the solid land to be out through is twenty miles, and, the cutting, would have been done for itself by the river if once it had been started in that

Russia left this scheme unnoticed, and, in view of the present situation in the Far East, it is a score of miles of level soil and launch them on alone is comparable? It would be interesting to hear the views of maval experts upon the chances of realising such a plan. The data are certainly all to hand in the British Admiralty, for it is on record that in recent days a British gunboat did once go up the Amur River as far, I believe, as Khabarovsk, and the geography of the region about De Castries Bay was studied carefully after the Crimean War. In all probability the Russians know less about the matter than our own authorities, and certainly less than the Japanese. Indeed the country outside the towns and few settlements about the Maritime Prevince and the Amur Territory is served and guarded so inadequately that it can only be said to be Russian at all in name, and the name, the prestige, of Russia seems to be a decreasing quantity in that part of the world, which is peopled by tribes in every respect allied

rather to the Japanese than to the Russians. Finally, that the Japanese will not omit this among their operations of war may be confidently surmised from a telegram received to-day. It says that the Russians have discovered in the neighbourhood of Nikolaevskthat is to say, at the mouth of the Amur River—a large quantity of concealed supplies which comprise not only dried fish, to the number of 5000—the huge salmon of the Amur, four to five feet long-but also hospital stores, thus proving positively that the cache is connected with a contemplated military move. The surprise which is to astonish the world in a inexhaustible perseverance that have distinguishmonth or two is plainly the sight of Japanese gunboats, with or without barges packed with strong character and possesses in no small troops, commanding the 3000 miles' stretch of a degree the indefinable quality known as personal magnificent river, upon which Russia has not a single keel capable of opposing any fee. The only possible item on the Russian side of the account is the chance that there may be a scarcity of water on the Amur River this summer; the chance is a remote one, first in view of the intelligence of heavy snowfalls throughout the countries which feed the river waters, and secondly, on the average of chances, the river having been short of water for several years past, so that a good year may be expected to be in store now.

### MEN OF THE HOUR.

BARON KODAMA.

comes of a fighting race. He was born half a century ago in the province of Cheshu, one of the four great Daimiates or feudal clans that have given an unbroken succession of warriors and leaders to Japan. The Marquis Ito, most famous of modern statesmen, Count Incuye, ablest of diplomatists and administrators, Marquis Yamagata, who created a national army out of bands of feudal retainers-these and many renowned rulers are from Choshu. Baron Kodama was sixteen years old when Japan throw off her feudal chains. His father diedin his fifth year and left him to the care of a son-in-law who, seven years later, was the victim of political assassins. At thirteen Kodama was struggling with poverty and family responsibility. The revolution swept him into the forces arraigned against feudalism, and when sixteen he was fighting the Daimios and their two-sworded retainers who had ruled the land for eight centuries. In 1871 feudalism was dead. Shogun and Daimios were driven into private life, and the Emperor was rescued from enforced seclusion at Kiote. But disaffection assumed a new form, and in 1874 the province of Hizen, one of the four that had combined against the Shogun, broke out in rebellion, as a protest against the introduction of Euro pean methods and ideas. Kodama was a captain, having received his company twelve months before, and was sent to Saga as adjutant of the Osaka division. In ten days the rebels were the metal of the young captain. Shot through There is, moreover, one other consideration, both arms he continued to lead his men

# KODAKS! KODAKS!! KODAKS!!!

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DEVELOPING AND PRINTING or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING & CO., 17A, QUEEN'S ROAD CENTRAL

Hongkong, Joth March, 1904. rank of major and was commanded to the palace to receive the thanks of the Emperor. When civil war again ravaged the land three years later, his services were again in demand. General Saigo, one of the leaders of the revolution that restored the Emperor to power, raised the cry "To Corea!" Ministers were opposed to this policy of aggression, and Saigo, resigning his this barrier and divert the Amur River into post in the Cabinet, retired to his native prothe Pacific Ocean near De Castries Bay, so that | vince of Saisuma where he won many disciples among the students and the samurai or warrior class who had lost all their privileges with the abolition of feudalism. General Saigo took the field and marched upon the castle of Kumamoto, which was held by four thousand Imperial troops. Colonel Kodama was one of the garrison that was besieged for fifty-four days and suffered great privation. Before the investment began a fire destroyed nearly all their supplies and threatened the powder-magazine which was under the walls of the building. Colonel Kodama ordered his men to remove the powder. perhaps as well for her she did. But is it an | Seeing them shrink from the danger, he impossible task, in these days of military climbed upon the roof of the magazine and engineering, to convey light-draught boats over | bade them open the doors. Encouraged by this example of reckless during the soldiers the waters of a river to which the Mississippi obeyed and removed the powder while their leader stood on the roof until the walls of the barracks tottered and fell in flaming ruin. As soon as the siege was raised

Kodama fought several successful engagements. In 1888 he was gazetted major-general, and in the following year was sent to Europe to study the military systems of the west. During the war with China he held the responsible post of Vice-Minister for War, and afterwards became chief of that department. At the same time he was Governor General of Formosa, a position which he retains. In 1903 he accepted the portfolio of Homo Secretary, having been already raised to the peerage in 1895 with the rank of lieutenant-general. When Baron Kodama entered politics the

popular cry was-for bold administration, and the hopes of reformers centred in the soldier-states man to whom they had given the name; "Minister of the Axe," because of his declara. tion that in politics as in battle a sharp axe is better than a blunt knife. The encroachments of Russia in Manchuria and Corea turned the soldier's energies into their true channel, and in October of last year, when Major General Tamum died, he quitted the Cabinet to take over the duties of assistant chief of the Head Quarter Staff a post to which he was called not only by the people but by his comrades in arms. To the responsibilities and difficulties of this great position Baron Kodama has brought the wisdom, the judgment, the unswerving rectitude, and the ed him throughout his career. He is a man of magnetism. Night and day he sits at his desk attending to the multitudinous details of a great war, yet his door is never closed upon a friend or even a stranger who has the least claim to his attention. During the Chinese war he suffered in health from the continuous strain of work and has since adopted a severe régime in food and drink, with the result that at fifty he is a young man brimful of energy and high spirits. He takes a lively interest in education. has been director of the Military Academy; founded the Formosa College in Tokyo; and gave his books and his money to establish library for poor students in his native town. Baron Kodama is certainly a man who inspires confidence. Whatever defects the compaign may develop they will not be traceable to want of daring and foresight on his part.

SHIPPING NOTES.

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WEATHER OUTSIDE.

The weather outside continues much the same

There seems quite a ran on rice just now, the

THE "CAMBODGE."

We gave an account yesterday of the loss of

THE GERMAN STEAMSHIP LINES.

The H. A. L. steamer Hamburg, which left

STEAMER MOVEMENTS.

The A.L. steamer Marquis Bacquehem left

The P. & A. steamer Indrapura left Portland

The O.S.S. & C.M. steamer Hyson due hore

General Gentaro Kodama, who is responsible

for the Japanese plan of campaign in Corea as ever, becoming if anything a little milder. Fine passages are reported from all directions. Japanese Government, no doubt, taking over large quantities. Two vessels have just arrived from Rangoon, with cargoes of the staple food, one with 5,625 tons and the other with 4,500 tens. Another from Saigon has 3,000 tons of it. the French s.s. Cambodge, wrecked in a typhoon off Cape S. Jacques. We now hear that the Messageries Fluviales Co., of Cochin China, is endeavouring to salve her. the Far East. By an arrangement made between the Hamburg-America Company and the Norddeutcher Lloyd, the former company wil in future only run freight steamers to the Far East, leaving the passenger traffic to the Norddoutscher Lloyd. Singapore for this port on the 12th inst: defeated, yet they fought long enough to prove for Hongkong via Japan ports on the 8th inst., and may be expected here on the 11th prox. on the 18th inst. from Singapore.

# TRADE



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Latest American Methods. Reasonable Fees.

No charge for examinations. Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL (First Floor Watkin's Building). Hongkong, 18th February, 1904.

CIEN TING.

SURGEON DENTIST. No. 10, D'AGUILAR STREET

TERMS VERY MUDERATE. Consultation Free. Hongkong, 21st March, 1903.

THE AMERICAN SYSTEM

DENTISTRY. for Europe yesterday, will not be returning to

DR. M. H. CHAUN, 27, DES VŒUX ROAD CENTRAL HONGKONG From the University of Pennsylvania U.S.A. Hongkong, 10th March, 1903

FOR EUROPE and AMERICA, INDIA, AUSTRALIA, &C., and for PRIVATE RESIDENTS AT THE OUTPORTS. COMPERHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS.

with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annua Postage to any part of the World \$2.

THE MANAGER. Advertisements and Bubscriptions which are not ordered for a fixed period will be continued until countermanded.

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### NEW ADVERTISEMENTS

TO LET.

AT SEAVIEW S.E. No. 3 POLICE STATION. TOOM FURNISHED or UNFURNISH-ED, with Bathroom and Gas. Good View of Harbour, Gardens, &c.

Mrs. F. G. ALLEN, Apply to-Seaview, Wanchai Gap Road. Hongkong, 14th April, 1904. NOTICE.

THE ANNUAL MEETING of SHARE HOLDERS in and Subscribers to the CITY HALL will be held in the City Hall Library TO-DAY (THURSDAY), the 14th instant, at 5 P.M. By Order,

F. B. L. BOWLEY, Secretary.

City Hall, 14th April, 1904 1

FOR SALE.

BOUT 100 tons OLD STEEL and IRON SHELL, also 60 | yards GREY PUTTEE CLOTH. ORDNANCE OFFICE, Apply-Queen's Road.

Hongkong, 14th April, 1904. HONGKONG FROZEN FOOD SUPPLY. 3. Ice House Street.

UST ARRIVED

Ex. "ANHUI," FROM AUSTRALIA.

a Shipment of PRIME AUSTRALIAN APPLES in splendid condition and are now on sale at the

THIRTY CENTS PER LD. This is a specially good lot and is well worth a trial. LAU KUE TONG.

Manager, Hongkong, 15th April, 1904.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction F(FOR ACCOUNT OF THE CONCERNED),

SATURDAY AND MONDAY. the 16th and 18th APRIL, 1904, at 2.30 P.M. at their SALES ROOMS, No. 8, Des Voeux Road (Corner of Ice House Street). SUNDRY HOUSEHOLD FURNITURE, Further particulars to-

Comprising: SILK TAPESTRY DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD with BEVELLED GLASS. TEAKWOOD DRESSING TABLE and OVERMANTEL with BEVELLED GLASS. DINING TABLE, MARBLE-TOP WASHSTAND, DINNER SERVICE, CROCKERY WARE CUTLERY, DINNER, TEA and DESSERT ELECTRO-PLATED WARE, GLASSWARE, ENGRAVINGS, DOUBLE and SINGLE IRON BEDSTEADS, FANCY GOODS, etc., etc.;

One PIANO by Collard and Collard, and One TREADLE SEWING MACHINE. Catalogues will be issued and the Goods will be on view on Friday. TERMS :-- As usual.

HUGHES & HOUGH, Anctioneers.

Hongkong, 14th April, 1904, DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, TAKAO AND TAINANFOO. HE Company's Steamship

"THALES," Captain Robson, will be despatched for the above ports TO-MORROW, the 15th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 14th April, 1904.



AUSTRIAN LLOYD'S STEAM NAVI. GATION COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE HE Company's Steamship

"MARQUIS BACQUEHEM," Captain Rassevich, will leave for the above places on WEDNESDAY, the 20th inst., P.H. This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor. For Freight or Passage, apply to SANDER, WIELER & CO.,

Princes Buildings. Hengkong, 14th April, 1904. NUTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS. HE Steamship

"GLENSHIEL," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark; and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst., will be subject to rent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage On Sale atobtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised. McGREGOR BROS. & GOW. Hongkong, 18th April, 1904.

NEW ADVERTISEMENT AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL HE Steamship

"CLAVERLEY," Captain W. P. Putt, having arrived from the above ports, Consignees of Cargo are heraby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Consignees' risk and expense.

Storing Company at Wanchai, and stored at No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject

All broker, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 2.30 P.M. All Claims for damage must be presented before the 23rd inst., or they will not be

recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents,

Hongkong, lith April, 1904

WANTED. FURNISHED HOUSE at the Peak, for 12 months. Apply to-

BOX 123, Care of Daily Press Office. Hongkong, 7th April, 1901. WANTED.

DVERTISER can strongly recommend A an experienced MANAGER and AC-COUNTANT (British) for the Far East. At present occupying a responsible position in Western Australia. Apply to-

F. C. C., Care of Daily Press Office. Hongkong, 8th April, 1904.

SCHOOL TEACHER.

N Englishman, now employed in a Japanese Government Middle School. wishes to obtain a position as ENGLISH TEACHER in any Chinese School at Hongkong or elsowhere. Address-

Care of Daily Press Office. Hongkong, 13th April, 1904. CECOND-HAND MARINE BOILER for Sale; 10 ft, diam.; 10 ft. long. 100 lbs. W.P. Immediate delivery.

Apply— G. FENWICK & CO., LD., 13. Praya East. Hongkong, 13th April, 1904. MANILA.

TIOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels, in Manila, with Livery Stables attached. Intending purchasers will please apply for

M. H. C., Care of Daily Press Office. Hougkong, 13th April, 1904.

FOR SALE. THOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's slip-way. Offers may be sent to-

Care of Daily Press Office. Hongkong, 22nd March, 1904.

FOR SALE.

THE HOUSE No. 4, STEWART I TERRACE, PEAK. Five Rooms and Offices, with FURNITURE.

The large CROQUET LAWN above the Terrace (about 20,000 square feet) with equip-

Nominal CROWN RENT. Price: \$19,000, of which two-thirds can Fund. remain en mortgage. For Further Particulars, apply to—
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Hongkong, 22nd March, 1904. AMOY ENGINEERING CO., LD., AMOY

CALL FLAG E.

EPAIR, WORK to Steamers and Launches. Castings in Brass and Iron Moder charges. Work solicited. J. D. EDWARDS, Manager.

Amoy, 3rd December, 1903. NOTICE TO KOWLOON RESIDENTS.

MXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Eigin Road Price 15 cents per copy cash. Hongkong, 22nd December, 1903.

MAIL TABLES

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Hongkong, 5th March, 1904 PURE FRESH WATER.

13 THE HONGKONG STEAM WATER. BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and

> Call Flag W. J. W. KEW, Manager, 1st Floor, 37, Connaught Road

Hougkong, 13th June, 1903. NOW ON SALE.

A BOOK FOR THE GLOBETROTTER. "FROM HONGKONG TO CANTON BY THE PEARL RIVER."

CAPTAIN C. V. LLOYD (S.S. "HANKOW" With Illustrations, Maps and Plans.

Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messrs. W. BREWER & Co., Messre. A. S. Warson & Co. Canton: Hongkong, 4th October, 1903.

ENTERTAINMENT

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ATTRACTION TO TO-NIGHT!! TO-NIGHT!

PROF. ZANCIG. The Celebrated ET HYPNOTIST

will present for the first time here his Maryellous Demonstrations in HYPNOTISM that has made him FAMOUS THROUGHOUT EUROPE and AMERICA. CELEBRATED AMONG SCIENTISTS for his AMAZING POWER OVER THE MIND

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TO-MORROW (FRIDAY) NIGHT. A STARTLING SENSATION. PROF. ZANCIG will put a HYPNOTIZED SUBJECT to SLEEP for 24 HOURS, he will then be placed ALL DAY SATUR-DAY for FREE EXHIBITION in the WINDOWS of J. ULLMAN & CO., JEWELLERS and DIAMOND MER-CHANTS, QUEEN'S 11OAD (opposite the Post Office), and will be AWAKENED at THE THEATRE, SATURDAY NIGHT,

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3 NIGHTS MORE. BEAR IN MIND SPECIAL GRAND MATINEE. SATURDAY, at 3 o'CLOCK.

Arranged for Ladies and Children. MATINER PRICES :- Dress Circle \$2, Stalis, \$1, Pit 10 cents. Children and Amahs Half-prices all parts.

Booking at ROBINSON PIANO Co., LD. SATURDAY NIGHT FAREWELL PERFORMANCE. Hongkong, 14th April, 1904.

FOR A SHORT TIME ONLY.

Consult-PROF. J. ZANCIG-Consult. MERICA'S Leading Hypnotist and

A Psychic, WAVERLEY HOTEL, Ice Honse Street Hongkong. FOR A FULL COMPLETE LIFE READING See PROF. ZANCIG. He will advise you on

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Office Hours from 2 to 6 p.m. TO THOSE INTERESTED In Hypnotism, Clairvoyancy and Magnetic Healing, I will say that I can teach you the 991 | above Branches in Three Lessons BY HYPNOTIC SUGGESTION

You will be able to Develope Memory, cure all Nervous Diseases, Despondency, Melancholy, and Bad Habits. Call and see me. No cure no pay. Hongkong, 11th April, 1904,

TAR. A. G. WARD will give

ORGAN RECITAL, ST. JOHN'S CATHEDRAL, TO MORROW (FRIDAY), APRIL 15th, at 5.15 P.M.

VOCALIST :-MRS. A. G. GORDON.

A Collection will be made in aid of the Organ Hongkong, 9th April, 1904.

JUST LANDED.

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H. RUTTONJEE. No. 5, D'Aguilar Street. 36 to 38, Elgin Road, Kowloon.

Hongkong, 13th April, 1904.

BISHI DOCKYARD

AND ENGINE WORKS, NAGASAKI. CODE WORD: "DOCK," NAGASAKI.

A.1, A.B.C., Scotts' and Engineering Code Used. DOCK No. 1 (at TATEGAMI.) Extreme Length ... ... 523 feet. Longth on Blocks \* \*\*\* \*\*\* \*41 Width of Entrance on Top ...

Width of Entrance on Bottom ... 77 , Water on Blocks at Spring Tide DOCK No. 2 (at MUKAIJIMA.)

Extreme Length ... ... 371 feet Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 ... PATENT SLIP (at KOSUGE). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST-IMPROVEMENTS and car execute any kind of work in SHIPBUILD. ING and MARINE ENGINEERING as we! as in REPAIRING of SHIPS. The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT Company. READY at SHORT NOTICE.

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IMPORTED EVERY MONTH, THERE-FORE ALWAYS FRESH

TLEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCASTLE CHILLED SHOT all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO. Hongkong, 28th November, 1802.

PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUESDAY, the 26th day of APRIL, at Noon, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant. SPECIAL RESOLUTIONS.

(a.) In Article 81 the words " Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars." (b.) In Article 102 the words " An Auditor " Hongkong, 4th February, 1904. shall be substituted for the words "Two Auditors." (c.) In Article 108 the word "Auditor"

shall be substituted for the word "Auditors." By Order of the Board of Directors, A. SHELTON HOOPER. Secretary to THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

General Agents for

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED. Hongkong, 8th April, 1904. THE TIENTSIN GAS AND ELECTRIC

LIGHT COMPANY, LIMITED. WNCORPORATED under The Companies' IL Ordinances of Hongkong, whereby the liability of Members is limited to the amount

of their shares. CAPITAL: TAELS 250,000. Divided into 2,500 shares of Tls. 100 each of RESERVE FUNDwhich 600 shares have already been allotted to STERLING RESERVE... \$10,000,000 shareholders in The Tientsin Gas Co., Ld. Present Issue 1,500 shares of Tis. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ld. The balance of 1,150 shares is now offered

to the public. TERMS: 10 Taels payable on application. , 1st August, 1904. , 1st November, 1904. 1st February, 1905. DIRECTORS: C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.

R. OSWALD, Esq., of Messrs. Oswald and W. E. SOUTHCOTT, Esq., of Messrs, William Forbes & Co. W. T. L. WAY. Esq., of Taku Tug & Lighter Company, Limited.

WU JIM PAH, Esq., Compradore, Hongkong and Shanghai Banking Corporation, Prospectuses and Forms of Application for shares may be obtained on application to the Hougkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs Doney & Co., 99, Consular Road, Tientsin. Share Lists close at 4 p.m. on Saturday, 30th April, 1904.

Hongkong, 1st April, 1904. NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares Nos. 14181/14185 in this Company, standing in the name of Mr. MOK SE YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be be acknowledged. Dated 4th April, 1904.

C. PEMBERTON. Acting Secretary. Honglong, 4th April, 1904.

COLD STORAGE. FIGHE HONGKONG ICE COMPANY, LD. have now 40,000 Cubic feet of Co., Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods WM. PARLANE, Manager. Hongkong, 18th November, 1901.

CLUB CONCORDIA. THE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order. THE SECRETARY. Shanghai, 7th April, 1904. A. LING & CO., FURNITURE STORE. PLATED, GLASS AND CROCKERY

WARE, &c., &c.; and FOOCHOW LACQUERED WARE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 21st September, 1903. QUAN WAH & CO GRANITE MERCHANT CONTRACTORS. Dealers in

MATARBLE and GRANITE MONUMENTS No. 1. QUEEN'S ROAD EAST. Estimates, Designs & Prices on Application All descriptions of Granite for Export. Hongkong, 17th October, 1999. AUTOMATIC MAUSER

PISTOLS. CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSSEN & CO. Hongkong, 3rd October, 1900.

THE CHINA FIRE INSURANCE CO., LD. NOTICE. TROM This Date, and during the Absence of Mr. GEO. L. TOMLIN from the

E. GOETZ, Chairman, Hongkong, 30th March, 1904. UNION INSURANCE SOCIETY OF CANTON LIMITED.

Colony, Mr. C. PEMBERTON has been

appointed ACTING SECRETARY to the

NOTICE, ROM this date and during my absence from the Colony Mr. C. MONTAGUE EDE will act as Secretary of the Society. By Order of the Board,

W. J. SAUNDERS, Secretary. Hongkong, 11th April, 1904.

BANKS

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### THE RIGHTS OF NEUTRALS.

It is not, perhaps, very generally understood that International law is in a state of flux. The result is that the outbreak of any naval war, however small, is watched with anxiety; for the greater part of the usages of the past have become obsolete, and their successors have not yet crystillised into the form they are ultimately take. However, progress is being made, and appears to be certain that that much-abused concourse at the Hague will after all have important offect. Over and above its proposed work as an arbitration tribunal, the Hague Court acts through one of its permanent branches as a codifier and expounder of Interna tional law. It will be remembered that in Sep tember, 1902, the Court decided on a code of rules relating to submarine cables in time of war, but as questions dealing with cables are not to the fore in the present hostilities further reference is unnecessary.

The Russian outery at Japan for beginning hostilities without a formal declaration of war is directly opposed to the vast majority of precoden's, and is not worthy of serious consideration. . But it is worth while to advert to t suggestion that has been made, viz., that if France should decide to join Russia in arms. she, by her mere accession to the struggle makes us, spac facte, combatants. From this it is argued that France would be within her legal right in striking at us without a declaration, and by letting the actual blow give us the first intimation of the probability of hostilities with her. Now all this is, it is to be hoped, alarmist. To begin with, what was justifiable between Russia and Japan would not be justifiable here. In the former case war began when it was known to be imminent. Such very far from being the case in Europe. not possible to say that no danger exists, but if is a reasonably safe thing to predict that if the misfortune of a European war is to come upon us out of this struggle, it will at least be prefaced by a formal declaration. The case between England and France would probably be conducted with the utmost courtesy and formality, like the preliminaries of a duel. Russia undoubtedly is angry with us, and the

anger is finding vent in charges of illegality against this country. As Lord Selborne proyed in Parliament, there has been one misunderstanding. no illegality, and a good deal of calumny. With ragard to the Russian slander which accused us of having harboured the Japanese fleet in Weihalwei prior to its attack of February 8th, it seems to have been universally accepted that, had wedone so, we should have laid this country open to a repetition of the Alubama penalties, but on a grander scale. Such a contention is, to say the least of it, open to argument. As a point before delivering their attack. However, in tary Record. either case, the lie was a mischievous one, and it is a matter for congratulation that the Govern-

ment should have stirred itself betimes to nail it to the counter. The new edition of Hall's International Law shows what is the established usage in an event of this nature. A neutral state can only be held responsible for such acts as it may reasonably be expected to have knowledge of and to prevent. It the acts done are of common notoriety, as was the Fenian Raid into Canada in 1866, the state is obviously responsible for not using proper means to repress them. If, however, attempts are made to disguise the true character of noxious acts, it is not easy to say what amount of care to obtain knowledge of them beforehand and to prevent them; may reasonably be expected. The conclusion arrived at is that, if a Government honestly gives so much care as may seem to be proportioned to the state of things existing at the time, it does all that it

can be asked to do.

The declarations of neutrality have followed the usual coure, and show considerable differences. The chief of these differences is that which regulates the length of time for which a belligerent man-of-war may stay in a neutral port. Our custom is to get rid of so embarrassing a visitor as soon as pos ible; in twenty-four hours, unless in case of stress of weather or damage, when a reasonable delay is allowed. The custom followed by certain Continental nations permits of a much longer delay. but does not allow of the replacing of stores or equipment doring that delay. It is in that way that Russian ships lay at Jibutil for some days: and as there are still Russian ships in the Red Sea, it is certain that they are being afforded other shelter of a similar nature. However, there is this against them : France had a legal right to allow them to anchor in her waters as long as they remained inactive; but as it appears that they have ceased to be inactive, and have been capturing steamers laden with coal for Japan, neutral waters ought no longer to hold done for Amateurs; No. 84, Queen's them. To do so would come under the head of encouraging illegal expeditions, and it is doubt less for this reason that the Russians have had to leave Jibitil. Another point about prizes made by Russians in the Red Ses, is that they will have to be taken to a Prize Court for condemnation. In the present instance, that probably means Sebastopol, or Nicolaieff. Russia

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has not published a list of her Prize Courts, but there is no doubt at less; one in the Black Sen. That care is being taken to keep well within the letter of the law with regard to Great Britain's neutrality, is soon from the striking off the Emergency List of those retired British officers who navigated the Rasuga and Nisshin out to Japan. Those officers were not under the control of our Admiralty, and the mission was a peaceful one, but some doubt might have arisen and it was held advisable for England to wash her hands solemnly in public. Also, it must be noted that the Japanese ships lately contracted for in England will have to stay here until the end of the war. It is, of course, unlikely that they could be completed in time to share in the war, unless it happened to be very prolonged, but if they were completed tomorrow, and the war lasted ten years, they could not be delivered-unless, of course, England cared to risk her nontrality over them. The Suez Canal rules limit the amount of coal that may be shipped in the Caual, and enforce the twenty-four hours law clause; they also provide for the event of an accidental block in the Canal, but there is, of course, no hint of how a deliberate clock is to be preve ted. There is, however, no doubt that the precautions are very stringent, and that it would not be altogether to the interest of a belligerent Power if it tried to block the Canal, and succeeded.

Declarations of contraband by the contending Powers have in this war gone rather further than usual. Both coal and food stuff; are decided to be contraband. The most unsatisfactory point is that concerning coal. International law on this subject is in the making, and will no doubt be largely modified in course of time. At present, a belligerent man-of-war when all means of averting it had failed, and may take in at any neutral port as much coal Tientsin as will take her to the next port belonging to Peitaiho her own country. It follows that where the Taku distances are great this gives her enormous Newchwang freedom, for she can cruise in the neighbourhead where she received the coal for a considerable period, and then go back for more-always provided that she does not go back to the same port within three months, but repairs to another port belonging to another Power. Thus, in 1898, the American squadron that operated at Manilla coaled at Hougkong. They could Foochow claim enough coal to cross the Pacific, even though they had no intention of doing so. If they wanted more, they could go to Tonkin for Tokyo it; if more again, to Macao; then, perhaps, Shanghai, or to Japan. That is, they had absolute | Hyogo freedom, and the freedom of an outward bound | Kobe Russian squadron would be nearly as great. This sort of thing is most dangerous, and cannot be expected to last. It is to be hoped that the present war will dec de what is to be the usage for the future.

The declaration of an alliance between Japan of International law, and in the absence of any and Corea settles the points which had been formal declaration of hostilities, it is only raised as to the violation of Corean waters and consistent to maintain that a state of war did | territory. It is not clear that the destruction not come into being until the first blow was of the Russian ships at Chemulpo, with which struck. The accusation was put forward, as | the war began, did violate neutral waters, for it though we had, in time of war, allowed a third is stated that the action took place four miles Power to use our port for the purpose of off shore. The Japanese Commander-in-Chief attacking a Power friendly to us. Now, even ordered the Russians to come out and fight in if the Japanese fleet had been at Weihaiwei, the open. He may have been considering the and had sailed thence to make its attacks on the | question of neutral waters, but it is much more | Manila ships at Chemulpo and Port Arthur, it would likely that he had in his mind the four neutral presumably still have been necessary, before men-of-war in the port, and the necessary Sarawak condemning the port authorities, to prove that | damage to private property which a battle they were aware of the intention to attack. If inside the harbour would product. And if they had known, and had not done their utmost, | Japan had shown a tendency to respect Corean by refusing the hospitality of the port and so neutralit. - a thing wildly improbable in forth, to dissuade Japan from such a move, itself—she would by so doing merely have tied | Johore then England would have been responsible. her own hands, for it was not in the least Pahang But the Weibaiwei officials would have been likely that Russia would keep her hands off. guilty not, as implied, of illegal interference in | The fact is, that when the war broke out, it | Batavia hostilities already begun, but of forwarding, in | was universally recognised that Corea, just as | Buitenzorg time of peace, a hostile expedition directed much as Manchuria, was to be the cock-pit in againstla Power friendly to us. The most exact | which the quarrel would be fought out. The equivalent of recent time is to be found in the Russian survivors of the Chemulpo battle, though | British Jameson Raid. If, on learning that there was | picked up by the neutral ships, do not on that | French an intention to attack, the authorities had at account e use to be prisoners of war. It is only Officers of Coast and River Steamer. Profusely Illustrated, descriptive of the once ordered the Japanese feet to leave possible for neutrals to deal with such prisoners the port, they would have preserved us from after consulting, and receiving the consent of, The Book is printed from New Type specially Shanghai ..... Messrs. Kelly & Walsh, Ld. The kindly Press criticisms, both Continental blame; and that, too, whether the Japanese the victorious combutant. A somewhat similar reserved for the purpose, and uniformity in every

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France: Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States :- Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany .- Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Linotung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903. Russia .- St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Talienwan

Agreement, 1888. Portugal, 1888. LUTGENS, EINSTMANN & CO., FINAL PROTOCOL made between China and Eleven Powers, 1991.

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Japan, 1876; Japan Supplementary, 1873 United States, 1882; Great Britain, 1895, Trade Regulations TREATIES WITH SIAM

Great Britain, 1856; France, 1893; Japan, 1893 Russia, 1899. Great Britain and France, Siamese Frontier. Great Britain and Russia, Railway Convention Great Britain and Siam, 1899.

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NAGASAKI ..... " Nagasaki Press" Office KOBE & OSAKA"Kobe Chronicle" Office. YOKOHAMA ... Messrs. Kelly & Walsh, Ld. HONGKONG GYMKHANA CLUB.

PROGRAMME

THE FIRST MEETING TO BE HELD AT THE HAPPY VALLEY.

SATURDAY, 23ed APRIL, 1904.

p.m. I. THE GRANTHAM CUP:-Presented by Hart Buck, Esq. For all subscription: griffins of any season that have never wen an official race. Weight for inches as per scale. Un-placed runners allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs, extra; nonwinning Jockeys allowed 5 lbs. Entrance \$5. 5 Furlongs. 20 p.m. 2. THE EAST POINT COP!-Pre-

sented by the Hon. C. W. Dickson, For all China Ponies weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. oxtra; non-winning subscription griffins allowed 5 lbs. Jookeys penalties and allowances as per Race No. 1. Entrance \$5. From the two mile post once round and in. 40 p.m. 3. THE "ICHIBAN" Cup :-- Presented by G. C. C. Master, Esq. Hurdle race For all China Ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1. but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance \$5. From the grand stand, twice

round and in.

5 p.m. 4. Polo Pony Scuery.-For a Cap presented by the Club-Open to all bono fide polopinies passed as such by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to be run without dismount. ing each from the distance postin. Entrance \$5 5.25 p.m. 5. The Gymkhana Club Challenge Cur:-Value 3-, (not less than \$200). For all China Ponies. Weight for inches as per scale. Penalties and allowances us per Race No. 2. Jockeys' panalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 12 for a second and I for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulative up to 15 lbs. Five to start or no race. Entrance \$5 to go in the purchase of a memento to the winner of each race. One

5.45 p.m. 6. THE "PRIMEOSE" CUP.—Prosented by J. H. Lewis. Esq. -- For all China Ponies that have won no flat race of any description since the 1st January 1904 Weight for inches as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrace \$5. Half

Entries (which must state the name, owner, colours, height and colour of ponies entered, and be accompanied by the necessary fees) close to the Honorary Secretary at the Hongkong Club at 6 p.m. on Wednesday the 13th April, 1904. The Committee reserve the right to declare off any race for which there are not at least five

entries and three starters. Attention is drawn to the rules of the Club providing that (a) No person shall be a member of the Club unless he is a member of the Hongkong Jockey Club. (b) All members of the Hongkong Jockey Club shall be eligible for election without ballot; and (c) No person unless he is a member of this Club shall be eligible to ride or run any pony at any Gymkhana meeting. Notice of intended membership should be sent

to the undersigned. F. B. DEACON. Honorary Secretary and Treasurer.

Hongkong, 4th April 1904. DUINART PERE & FILS, REIMS

Established 1719, CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CC.

Sole Agents. Hongkong, 18th May, 1903.

# NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I. HOLET Latest and most Sanitary equipment. Electric Lights and Call Bells, Elegantly Furnished Rooms. Coolest Dining Room in Manila.

RESTAURANT Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr.

and Mrs. Newirth. BAR Under the direction of American mixologist. Anything you want served promptly

and pleasantly. BILLIARD ROOM Thoroughly modern and up-to-date. Branswick-Balke tables. Expert Markers in

attendance. STABLES.

Fine turnouts for the guests of the hotel. Elegant rubber-tired carriage, fast horses, good coachman. The New Oriento Hotel is now open for inspection.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers. OLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and 30LE AGENTS for Hokoku, Hondo, Kanada, Fujinotana, Mameda, Mannoura, Onoura Otsuji,

Sasahara Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coals. N. INUZUKA, Manager, Honskong,

TOMES & Co. April 12, HANGCHOW, British str., 999, Consterdine, Shanghai 9th April, General.-BUTTERFIELD & SWIRE.

April 1º, Kowloon, German steamer, 1,437, H. Stehr, Chinkiang and Shanghai 9th H. April, Rice.—SIEMSSEN & Co. April 13, BRISGAVIA, German str., 4,163, Schulke, Yokohama 20th March and Amoy

11th April, General,-Hamburg-Amerika April 13, CHIXUEN, Chinese str., from Canton. April 13, CHOYSANG, British str., from Canton. April 13, Cyrus, British str., 2,174, F. Sim-mons, Rangoon 29th March, Rice.—

SAMUEL & Co. April 13, FERUENE, British str., 2,448, R. J. Fisher, Rangoon 30th March, Rice .-JAPANESE.

April 13, GLENSHIEL, British str., 2,204, E. Warner, E.N.B., London via Singapore 27th Feb., General.-McGregor Bros. & Gow. April 13, E Olhao, French steamer, 509, Coste, Haiphong and Hoihow 12th April, General.-A. R. MARTY. April 13, JACOB DIEDERICHSEN, German str.,

623, B. Ohlson, Pakhoi and Hoihow 12th April, General, JEBSEN & Co. April 13, Kwongsang, British str., 1,427, Lake, Shanghai 10th April, General.-JARDINE, MATHESON & Co.

April 13, SATSUMA, British str., 2,808, Chubb, New York 6th Feb, and Manila 10th April, General.-Dodwell & Co., LD; April 13, SILVIA, German str., 6,700, F. Jager, Colombo 1st April, General.-HAMBURG-

AMERIKA LINIE. April 13, Yiksang, British str., 1,236, Bowker, Hongay 9th April, Coal.-JARDINE, MATHESON & Co.

CLEARANCES. AT THE HARHOUR MASTER'S OFFICE, 13th April. Dagmar, German str., for Swatow. Rein, Nerwegian str., for Bangkok,

DEPARTURES. 13th April. Avrus, British str., for Yokaichi. CAPRI, Italian str., for Bombay. FERNDENE, British str., for Yokohama. Hamburg, German str., for Europe. HUE, French str., for Haiphong. KUMSANG, British str., for Calcutta. MACHAON, British str., for London. MALACCA, British str., for London. MAUSANG, British str., for Kudat.

PELAYO, British str., for Swatow. Sirius, Briti-h cruiser, for Mirs Bay. TELEMONUS, British str., for Saigon, TRICMPH, Gorman str., for Swatow. TSINTAU, German str., for Bangkok, Usina, British str , for Cape St. James. VALE OF DOON, Sarawak barque, for Rajang. VESSELS IN DOCK.

ABERDHEN DOCKS .-KOWLOON DOCKS .- H. I. G. M. S. Moewe, Lin Tan, Empress of India, Athenian, Charles Hardovin, Adamastor, Ovid. COSKOPOLITAN DOCK.—Nanshan.

18th April.

## VESSELS ON THE BERTH

FOR ILOILO.

HE Steamship

"PRONTO." Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT. For Freight, apply to HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 11th April, 1904. COMPAGNIE DES MESS GERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. THE Company's Steamship

"POLYNESIEN," Captain Le Coispellier, will be despatched for the above ports on or about MONDAY, the 18th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 12th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. NOTICE.

-STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal

places of Europe. Shipping Orders will be granted till Noononly on Monday, the 18th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they

must be left at the Agency's Office. Contents | Captain Frangeul, leaves Hongkong for Canton and Value of Packages are required. For further particulars, apply at the Company's Office. G. DE CHAMPEAUX,

Agent.

Hongkong, 8th April, 1904. NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in

Sourn Africa, in connection with Indo-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

GNDON & ANTWERP  TELEMEN, VIA PORTS OF CALL  TARSEILLES, &c, VIA PORTS OF CALL  BESCATIA  GER ST.  HERMEN BURG  ANTRES HAMBURG  ANTRES HAMBURG	DESTINATION	AMBREL'S NYMER	FLAG	CAPTAIN	FOR PRHIGHT APPLY To	TO BE DESPATCHED
ONDON, 2C., VIA PORTS OF CALL ONDON & ANTWEER ONDON & MARSON BELLES, & VIA PORTS OF CALL BISTORY BISTORY BISTORY OF THE STREET O		RENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co	23rd inst., at Noon
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ONDON & ANTWERP. ARSEILLES, & VIA PORTS OF CAPL. P. HEINBICH Ger. str. AMBURG BIBGAVIA Ger. str. SUEVIA Ger. str. MABBURG Ger. str. SEGOVIA Ger. str. MABBURG Ger. str. Madeon. Habburg-Amberka.Linie, Bith May. SUEVIA Mocolar Ger. str. Mocolar Ge	ONDON & ANTWERP	1 4	Brit. str.	1 1	BUTTERFIELD & SWIRE	
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AMBURG AVRE & HAMBURG SEGOVIA SEGOVI	REMEN. VIA PORTS OF CALL	December 1	Ger str.	Sahülka	HAMBURG-AMERIKALINIE	
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IAVRE & HAMBURG   SEGOVIA   Ger. str.   Gev. str.   Madson   Hamburg-Amerika linke   14th Juno.   14th Juno	TAVRE & HAMBURG	TELEMINIC	Gor str	Storm	HAMBURG-AMERIKA LINIE	17th May.
AVRE & HAMBURG   SEGOVIA   Ger. str.   LAYBE & HAMBURG   SEGOVIA   Aus. str.   Mecozi   SANDER WILLER & CO.   Today.	TAVRE & HAMBURG	Compagnition	Gar str	700-1	TI A DEDUTE CLA MERIKA LINIE	JIST MILLY.
HAYBE & HAMBURG PRIESTE, &c., via SINGAPORE, &c. PRIESTE, &c., via	TAVRE & HAMBURG	STRASSBORG	Gor str	Think	HAMBURG-AMERIKA LINIE	14th June.
DOMENBUS Brit. str. Br	TATRE & HAMBURG	DEGCATE THE	Ava ate		SANDER, WIELER & Co	ZUCh inst., P.m.
SENOA, MARSEILLES & LIVERPOOL SENOA, SHANGHAI, &c. SENOADIAN PACIFIC & Co. CANADIAN PACIFIC & Co. LO. LIVERS BRIT ST. SW A CO. CANADIAN PACIFIC & Co. LIVERS BRIT ST. SW A CO. CANADIAN PACIFIC & Co. LIVERS BRIT ST. CANADIAN PACIFIC		The second secon	Brit atr		RUTTICRFIELD & SWIRE	To-day.
NEW YORK, THA PORTS & SUEZ CANAL VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & TACOMA VIA JAPAN. VICTORIA (B.C.) & SEATTLE VIA N'EARI, &c. VICTORIA (B.C.) & CARADIAN PACIFIC R. Co. CANADIAN PACIFIC R. Co. CANADIA			Dist. our		The second section of the Company of the	1 20th May.
VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VANCOUVER, VIA SHANGHAI, &c. VICTORIA (B.C.) & Tacoma VIA JAPAN. VICTORIA (B.C.) & Zeatten VIA N'Bari, &c. VICTORIA (B.C.) & VII N'Bari, &c. VICTORIA (B.C.) & VII N'Bari, &c. VICTORIA (B.C.) & Zeatten VIA N'Bari, &c. VICTORIA (B.C.) & VII N'Bari, &c. VICTORIA (B.C.) & Zeatten VIA N'Bari, &c. VICTORIA (B.C.) & Zeatten VIA N'Bari, &c. VILLEA Text VIA M'Bari, &c.	TENTO A MARSHILLES & LIVE LAW CYT				DODWELL & Co., LD	About early may.
VANCOUVER, VIA SHANGHAI, &C.  VANCOUVER, VIA SHANGHAI, &C.  VANCOUVER, VIA SHANGHAI, &C.  VANCOUVER, VIA SHANGHAI, &C.  VICTORIA (B.C.) & TACOMA VIA JAPAN.  VICTORIA (B.C.) & TACOMA VIA JAPAN.  VICTORIA (B.C.) & SEATTLE VIA N'EARI, &C.  PORTLAND, OREGON  AUSTRALIAN PORTS  VICTORIA (B.C.) & SEATTLE VIA N'EARI, &C.  PORTLAND, OREGON  AUSTRALIAN PORTS  VICTORIA (B.C.) & SEATTLE VIA N'EARI, &C.  PORTLAND & SWIRE  HYSON  Brit. str.  Brit. str.  Brit. str.  Brit. str.  Brit. str.  MANILA  Brit. str.  Brit. str.	ALM AUSK AIY BOKIS & SOFT CTIVET	J. Salandar			CANADIAN PACIFIC R. CO	20th inst.
VANCOUVER, via Shanghai, &b.  VICTORIA (B.C.) & Tacoma via Japan.  VICTORIA (B.C.) & Seattle via N'Saki, &c.  VICTORIA (B.C.) & Tacoma via Japan, brit, str.  VICTORIA (B.C.) & ANALE A. Wagner  Nalus Brit, str.  Brasserich  VICTORIA (B.C.) & SWIRE  A. Wagner  Butterpfeld & Swire  To-morrow, Diglish str.  Butterpfeld & Swire  To-morrow, Danner  VICTORIA (B.C.) & Co. L. N.C.  Sander (B.C.) & Co. L. N.C.  Sander	TANCOUVER VIA SHANGBAL, &c		4		CANADIAN PACIFIC R: CO	27th 108t,
VICTORIA (B.C.) & Tacoma via Japan (VICTORIA (B.C.) & Seattle via N'eaki, &c PORTLAND, OREGON (NICOMEDIA Brit. str. Brit.	VANCOTIVER, VIA SHANGHAL, &C	. Allena			DODWELL & Co., LIMITEI	4th May.
VICTORIA (B.C.) & SEATTLE VILVAN, SEARCH OF CORPORTIAND, OREGON  AUSTRALIAN PORTS  YOKOHAMA, VIA SHANGHAI, MOJI & KOBE  YOKOHAMA, VIA SHANGHAI, MOJI & KOBE  YOKOHAMA, VIA SHANGHAI, MOJI & KOBE  SHANGHAI  SHANGHAI  SHANGHAI, WOSUNG  SHANGHAI, YOKOHAMA  SHANGHAI, YOKOHAMA & KOBE  SHANGHAI, YOKOHAMA & KOBE  SHANGHAI, YOKOHAMA & KOBE  SHANGHAI  FOOCHOW, VIA SWATOW & AMOY  TAMSUI, VIA SWATOW & AMOY  SWATOW, TAKAO & TAINANFOO  SWATOW, TAKAO & TAINANFOO  SWATOW, TSINGTAO & TIENTSIN  SWATOW, TSINGTAO & TIENTSIN  MANILA  MANI	TOTOTORIA (R.C.) & TACOMA VIA JAPAN	1 111111	Daid of		RETTERFIELD & SWIRE	TOUR TRUCK
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AUSTRALIAN PORTS YOKOHAMA, VIA SHANGHAI, MOJI & KOBE  MANILA  Brit. str.  SHANGHAI  SH	PORTLAND, OREGON	NICOMEDIA	Drit. Sur.	A. Hagaer	RUTTERFIELD & SWIRE	23rd inst.
SHANGHAI. SANGHAI. SHANGHAI. SHANGHA	AUSTRALIAN PORTS	TAIYUAN	Brit. BUF.	H G H Lowallin	P. & O. S. N. Co	About 19th inst.
SHANGHAI. SANGHAI. SHANGHAI. SHANGHA	VOKOHAMA, VIA SHANGHAI, MOJI & KOBI	E MANILA	Brit. Str.	11.07,114.230Wolder	RUTTERFIELD & SWIRE	19th inst., at 4 P.1
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SWATOW, TSINGTAO & TIEN ISIN  MANILA	OWATOW TAKAO & TAINANE VV	Linnes	Brit, str.		The second of the community of the commu	18th inst.
MANILA DIRECT MA	SWATOW TSINGTAO & TIENTSIN	KANSU	Brit. str.		Washington & String	To-morrow, Houn
MANILA DIRECT  MANILA DIRECT  MANILA DIRECT  MANILA  M	MANITA	SUNGEIANG	Brit, ser.	D TO Almand	TO A STATE OF THE	16th inst., 10 A.D
MANILA DIRECT	MANITA DIRECT	. Itubia	77. 74 -4 -	met. Att. 48	m - Marina ti Co	23rd inst., 10 A.M
MANILA SHAWMUT Brit, acr. Grandt HAMBURG-AMERIKALINIE 17th inst., D'light light Ger. str. Grandt HAMBURG-AMERIKALINIE 17th inst., D'light	MANILA DIRECT	ALAPADO HIGHER			DODWELL & CO. LD	About 30th inst.
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	TLOTLO	PRONTO	Ger. str.	Granut	" Tryun and Trustanteers	
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AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA. BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). HE Company's Steamship

"TRIESTE," Captain Mecozzi, will be despatched as above on WEDNESDAY, the 20th April, P.M. For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents. Princes' Building. Hengkong, 29th March, 1904.

STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL WITH LIBERTY TO CALL AT PHILIPPINE

PORTS). PROPOSED SAILINGS FROM HONGEONG. early May. "SHIMOSA" ... For Freight and further information, apply to

DODWELL & CO., LD., Agents. Hongkong, 5th April, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bell Smith. EPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 P.M. FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents. On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers. Wharf at the Western end of Wing Lok

The Steamer runs an Excursion Trip Every Sunday, and takes only 31 hours to reach Macao. MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903. HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Captain Ramsey, of 1088 tons, Registered, is the newest, festest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; bot and cold water service. The cuisine is unexcelled. Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING,

at 9 P.M. and returning from Canton every. following evening at 5 P.M. 1st Class ... \$3.00 for Single journey

2nd , ... 1,50 of Wing Lok Street.

YUK UN S.S. CO., LD. No. 216, Wing Lok Street. Hongkong, 27th February, 1904. MESSAGERIES CANTONNAISES.

J. TREVOUX & CO. HONGKONG CANTON NIGHTLY SERVICE.

THE Commodious Steamer "PAUL BEAU," at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual. The S.S. "CHARLES HARDOUIN."

Captain Noel, leaves Hongkong on MON-DAYS, WEDNESDAYS and FRIDAYS, at the usual hour. steamers are lighted with Electricity. The Saloon is under European Supervision. First Class European ... 28.00

Second Class European ... 33.00 First Class Chinese ... ... \$1.50 Second Class Chinese ... 80 Deck ... The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to J. LANDOLT, Agent, The Pharmacy, Queen's Road Central. Hongkong, 23rd March, 1904.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS. TO SAIL YOKOHAMA, VIA SHANG- MANILA ..... About 19th & Freight and HAI, MOJI and KOBE ..... H.G.H.Lewellin, R.N.R. (Passing through the Inland Sea) Noon, 23rd & See Special BENGAL ..... Advertisement. LONDON, &c.....} G. Philipps ..... About 24th ) Freight and ( CHUSAN..... Passago. SHANGHAI ..... W. B. Palmer, R.N.R. For further Particulars, apply to E. A. HEWETT,



Hongkong, 14th April, 1904.

### HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBI ZAFIRO PERLA	2540 2540 1980	R. W. Almond R. Rodger A. H. Nottley	Manila direct. Manila direct.	Sat., 16th April, 10 A.M. Sat., 23rd April, 10 A.M.
	8			

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Superintendent.

Hongkong, 11th April, 1904.

## PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI WIG INLAND PORTLAND, OREGON SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO... OPERATING IN -CONNECTION WITH THE TO SAIL ON CAPTAIN STEAMSHIP April 14, 1904

A. Wagner.... "NICOMEDIA" ..... "ARABIA"...... 4,483 ARAGONIA" ...... 5,198 NUMANTIA"..... 4,370 Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT, Hongkong, 29th March, 1904.

# CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE. The steamer's wharf is at the Western end THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

PUNCTUALITY. SAFETY. "Empress" Twin Screw Steamships 6,000 Tens-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF INDIA" ..... 6,000 Tons ...... WEDNESDAY, 20th April. R.M.S. "ATHENIAN"..... 3,882 Tons ...... WEDNESDAY, 27th April. R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ..... WEDNESDAY, 11th May. R.M.S. "TARTAR" ....... 4,425 Tons...... SATURDAY, 21st May. R.M.S. "EMPRESS OF CHINA" ... 6,000 Tons ..... WEDNESDAY, 1st June. Hongkong to London, 1st Class ...... via St. Lawrence 200 via New York £62. Intermediate on Steamers,? and 1st Class Rail .....

These two magnificent and up-to-date THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navel Military, Diplomatic, and Civil Bervices, and to European Officials in the Service of Chinese and Japanese Gevernments

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent. 9, Pedder Etreet.

NORTHERN PACIFICAS. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
‡ LYRA SHAWMUT	4,417 9,606	G. V. Williams W. M. Smith	Wednesday, May 4th Saturday, May 21st

\* Not carrying second class passengers. 1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila. S.S. SHAWMUT...... 9,606 tons. | W. M. Smith...... | About 30th April,

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to-

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS. Hongkong, 20th March, 1904.

carried in cold storage.

# OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

LEAVING STEAMERS SUNDAY, 17th " M. STRUVE" TAMSUI, VIA SWATOW April, at 10 A.M. T. BRANDT AND AMOY WEDNESDAY, 20th "TRITOS" ANPING, VIA SWATOW April, at 10 A.M. H KRAFT AND AMOY SUNDAY, 24th "FRITHJOF" TAMSUI, VIA SWATOW April, at 10 A.M. H. A. HARALDSEN AND AMOY WEDNESDAY, 27th "TRIUMPH" FOOCHOW, VIA SWATOW April, at 10 A.M. A. HANSEN AND AMOY

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As scon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 14th April, 1904.

T. ARIMA, Manager

HAMBURG-AMERIKA

DIENST.

OSTASIATISCHER FRACHTDAMPFER Taking Cargo at through rates to ANTWEEP, AMSTERDAM, BOTTERDAM, COPENHAGEN LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NOETH and SOUTH AMERICAN POETS.

### PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. SAILING DATES DESTINATIONS. SUEVIA ..... HAVRE and HAMBURG ..... On 25th April. Freight. For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE. QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUBSIA

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION SAILING DATES. STEAMERS. ... WEDNESDAY 27th April

PRINZ HEINBICH 25th May ... WEDNESDAY BAYERN ... OLDENBURG .... ... WEDNESDAY 8th June SACHSEN ... 22nd June ... WEDNESDAY ZIETEN ... ... WEDNESDAY 6th July SEYDLITZ ... WEDNESDAY 20th July ROON ... ... ... WEDNESDAY 3rd August ... WEDNESDAY 17th August PRINZ REGENT LUTTPOLD 31st August WEDNESDAY PRINZ HEINRICH . WEDNESDAY 14th September GNEISENAU WEDNESDAY 28th September WEDNESDAY 12th October SACHSEN ... 26th October WEDNESDAY ZIETEN ... WEDNESDAY 9th November PRINZESS ALICE 23rd November ... WEDNESDAY PRINZ REGENT LUITPOLD WEDNESDAY 7th December PREUSSEN WEDNESDAY 21st December PRINZ EITEL FRIEDRICH 4th January 1905 WEDNESDAY PRINZ HEINRICH

N: WEDNESDAL, the 27th day of APRIL, 1904, at Noon, the Steamship "PRINZ HEINRICH," Captain E. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON on MONDAY, the 25th April. Cargo and Specie will be received on Board until 5 P.M., on Tuesday, the 26th April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses Linen can be washed on board. NORDDEUTSCHER LLOTD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 14th April, 1804.

# OCEAN STEAM SHIP CO., LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

SERVICES. JOINT

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLIS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS. OUTWARDS.

	1	CALL TI TETRONOM	
GLASGOV GLASGOV	and LIVERPOOL	"HYSON"" "PROMETHEUS"" "DEUCALION"" "ULYSSES"" "DARDANUS"	On 24th Ap On 1st Me On 7th Me
	·	A CONTRACTOR OF THE CONTRACTOR	

HOME WARDS. STEAMERS JIAS OT GENOA, MARSEILLES and "IDOMENEUS"..... On 14th April; LIVERPOOL .... "TELEMACHUS"..... On 26th April.
"ANTENOR"..... On 19th May. LONDON and ANTWERP...... LONDON and ANTWERP..... GENOA. MARSEILLES and ? "ACHILLES" ..... On 20th May. LIVERPOOL .....

TRANS-PACIFIC SERVICE.

\* Taking Cargo for Liverpool at London Rates.

VICTORIA, SEATTLE, TACOMA, and) "HYSON" ..... On 19th April. all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA)

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong. For Freight, apply to-BUTTERFIELD & SWIRE,

Hongkong, 5th April, 1904.

[10-11

AGENTS.

### NAVIGATION CHINA LIMITED.

TO SAIL. STEAMERS. On 15th April, d'light. SHANGHAI ..... † "ANHUI" ..... "WOOSUNG"..... SHANGHAI ..... \* "SUNGKIANG" ... On 15th April, Noon. "KANSU"..... SWATOW, TSINGTAO and TIENTSIN \* "TSINAN" ..... On 19th April, 4 P.M DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, ( \* † "TAIYUAN"...... On 23rd April. TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE ..... \* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified

Surgeon is carried. Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

Hongkong, 13th April, 1904.

THE PENINSULAR AND ORIENTAL 1 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. 1HE Steamship

"BENGAL," G. Philipps, carrying Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 23rd APRIL, at Noon, taking passengers and

cargo for the above ports. Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for Lendon, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's

Bills of Lading. For further particulars, apply to E. A. HEWETT,

Superintendent. Hongkong, 12th April, 1904.

FOR CANTON.

HE newand fast Twin-Screw Steamer

"SAN CHEUNG," 951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUES DAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second. class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate. CHEUNG ON STEAMBOAT CO., LD., No. 147, Connaught Road Central. Hongkong, 15th March, 1904

"HONGKONG DAILY PRESS" PUBLICATIONS:

DIRECTORY AND CHRONICLE OF THE FAR EAST ... ... \$10.00 DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, TAPAN AND COREA... 0.60 POINTICAL OBSTACLES TO MIS-

SIONARY SUCCESS IN CHINA 0.25 FROM PORTEMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. Terrible) and their Subsequent Use with the Ladysmith Relief Column ARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 2.50

LED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Ropance, by Chas-J. H. Halcombe ... 2.00 LISH AND CHINESE DIC-ide. Population and Prospects ... OF WEST RIVER ... ...

NOW READY.

AGENTS.

### DIRECTORY OF PROTESTANT MISSIONARIES CHINA, JAPAN AND COREA

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88 PAGES. PAPER COVER, 60 Cents. On Sale at AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai

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Shanghai; YUEN CHONG BOOK STORE, Swatow: Messrs. A. S. Watson & Co., Amoy; Messrs. A. S. WATSON & Co., Foochow: Messrs. H. Blow & Co., Tientsin; Messrs. Hodge & Co., "Seoul Press," Seoul: "NAGASAKI PRESS" OFFICE, Nagasaki; "KOBR CHEONICLE" OFFICE, Kobe "DAILY PRESS" OFFICE, Hongkong, and the London Office: 131, Fleet Street. Hongkong. 12th December, 1903.

CHUNG NGOI SAN PO

(Chinese Daily Press), PUBLISHED DAILY. is the oldest and still immeasurably the best medium for Advertising among the Native Community.

Established for nearly FORTY YEARS circulates largely throughout Southern China Indo-China, etc. Terms for Advertising (Translations free) can

be obtained at the Office, 14, Des Voux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

GRACA & CO., FOREIGN AND COLONIAL STAMP DEALERS,

No. 58, PEEL STREET, HONGRONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-ANHEUSER BUSCH BREWING

Are also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [3314

MARTIN'S

A French Remady for all Irrefularities: Thousands of Ladies keep a box of Martins Pills in the house, so that on the first sign of any Irregularity of the System a timely does may be administered. Those who use them recommend them, hence their enormous sale. It all themists and Stores, or post free 5/4 EARTIN, Chemist. SOUTHAMPTON, EMGLEME

NOT RESPONSIBLE FOR DEBTS. NIETHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

Arnow, British 4-m. barque, McDonald-

Standard Oil Co. LYNDHURST, British 4-m. barque, Parnell-Standard Oil Co.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

TITHE P. & O. S. N. Co.'s Steamer

"MALTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consigness of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:-From London, &c., ex s.s. Himalaya and

Somali. From Calcutta, ex s.s. Syria.

From Persian Gulf, exs.s., B. I. S. N. and B. & P. S. N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the centrary before 4 P.M., TO-DAY, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed bour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have

E. A. HEWETT.

Superintendent. Hongkong, 8th April, 1904. OCEAN STEAMSHIP COMPANY, LIMITED,

left the Godowns.

AND CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

ONSIGNEES per Company's Steamer

"JASON, are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant. Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be examined at 11 A.M., on the 18th inst. No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst., will

be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognised. No Fire Insurance has been effected. BUTTERFIELD & SWIRE,

Hongkong, 9th April, 1904. OCEAN STEAMSHIP COMPANY, LIMITED,

CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst. 'Optional cargo will be landed, unless notice

has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 2 P.M., on the 18th inst. No Claims will be admitted after the Goods have left the steamer's Godown and all Goods

remaining undelivered after the 18th inst., will THE BOMBAY FIRE AND MARIN be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agenta,

Hongkong, 11th April, 1904. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"GREGORY APCAR." having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 15th instant, will be landed at Consignees' risk and expense into the Godowns of the

Company, Limited. Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-MEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at

Consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD., Agents Hongkong, 12th April, 1904.

BUDWEISER

EXTRA PALE LAGRE IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.



This Beer is browed of best Sanzer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July 1903.

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current

SIEMSSEN & CO. Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BRÖCKELMANN & CO.,

Hongkong, 21st April, 1897 THENIX FIRE OFFICE

The Undersigned are now prepared GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO Agents for the Phonix Fire Odl Hongkong, 17th August, 1887.

THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA. INCORPORATED 1851. Cash Security ... ... £625,719 Total Losses Paid ... ... £6,769,240

THE Undersigned having been appointed AGENTS for the above Company, 17 Mr. E. B. Banford prepared to ACCEPT RISKS against FIRE Mr. W. B. Haughwort at Current Rates.

WM. MEYERINK & CO Hongkong, 18th May, 1903.

NORTHERN ASSURANCE CO FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Corrent Rates. Also to accept proposals for LIFE ASSUR-ANCE. Prospectuses on application.

TURNER & CO., Hongkong, 23rd September, 1903.

> THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON. INCORPORATED A.D. 1851.

> > MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates. ALEX. ROSS & CO.

Hongkong, 19th March, 1904

NOTORTH BRITISH AND MERCAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1302 £16,378,771. AUTHORISED CAPITAL ... £3,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 0 0 Mrs. Jeffrey

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Hongkong, 19th June, 1903.

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Comdr. J. Nicholas, Shanghai Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Hongkong Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Hongkong Robin, river gunboat, 85 tons, 2 guns, 240

h.p., Liout.-Comdr. Vaughan, West River

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### POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued. The Polynesien, with the French mail of 18th ult, left Singapore on Monday, the 11th inst, at 4 pm., and may be expected here on Monday, the 18th inst. This packet brings replies to letters despitched from Hongkong on 13th February. The Siberia, with the American mail, left Yokohama on Monday, the 11th inst., and may be

	on or about the 19	MAILS W	LL CLOSE		
1 14 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FOR		PER	1	DATE
Swatow, Singa Moji, Kobo, Y Kobo Shanghai Hoihow and H Shanghai Namtao Sanbue Macao Canton Canton Swatow, Taka Manila Shanghai	pore and Bangko okohama and Por aiphong	k land, Oregon	Powdn Chowlai Nicomedia Goodwin Chiyuen Hongkong Anhui Taichun Hoifu Wingchai Fatshan Kinshan Thales Sungking Woosung Hankow	Thursday, Friday, Friday, Friday, Friday, Friday,	14th, 7.30 A. 14th, 8.00 A. 14th, 11.00 A. 14th, 11.00 A. 14th, 3.00 P. 14th, 5.00 P. 15th, 7.30 A. 15th, 9.03 A. 15th, 11.00 A. 15th, 3.00 P. 15th, 5.00 P.
Canton Manil Kobo			Ruhi	Saturday, Saturday, Saturday, Printed	16th, 7,30 A.: 16th, 9.90 A.: 16th, 10.00 A.: 16th, Matter and Sar
Honolylu (Supplem	and SAN FRANCI entary mail on box xed for departure Postage 10 cents.)	ard up to the b	Doric	Registra (Registr	10.00 A. ation10.00 A. ation, with la 10 cents, up

TO-DAY. Appleby, Saunders, Tylecots, and Hogg. Sale, Coul, Marine Lot No. 50, Mong-kok-tsui, Messrs. Hughes & Hough, 3 p.m. Annual Meeting of the Shareholders in and Messrs, H. P. Olcott, G. M. Heckscher, and Subscribers to the City Hall, City Hall Library, F. A. Edmunds; for London, Mrs. Ough and 5 р.щ.

Iloilo ..... Pronto ..... Canton ..... Fatshan ......

Ball, City Hall, 9 p.m. Leavitt's Troubadours, City Hall, 9 p.m. TO-MORROW. Organ Recital by Mr. A. G. Ward, St. John's 2 Misses Clarke, Masters R. A. Brand and Cathedral, 5.15 p.m.

# COMMERCIAL.

4

CLOSING QUOTATIONS.
13th April.
On London,—
Telegraphic Transfer
Bank Bills, on demand
Bank Bills, on demand
Bank Bills, at 30 days' sight1/87
Bank Bills, at 4 months sight 1/976
Credits, at 4 months' sight
Documentary Bills, 4 months' sight1/97's
ON PARIS.
Bank Bills, on demand2171
Tredits, at 4 months sight222
ON GERMANY.
on Ondersand
OM NEW YORK:
Bank Bills, on demand423
ON ROMPAY
Telegraphic Transfer
Bank, on demand
ON CALCUTTA.
Tolographic Transfer
Bank, on demand1294
OM SHANGHAL-
Bank, at sight
Private, 30 days' sight 732
ON YOKOHAMA, - On demand852
ON MANILA On demand Nominal.
ON SINGAPORE.—Un demand Nominal.
ON BATAVIA.—Un demand1041
ON HAIPHONG.—On demand
ON SAIGON,-On demand p.c.pm.
ON BANGKOK.—Cn demand63
SOVEREIONS, Bank's Buying Rate\$11.45
GOLD LEAF, 100 fine, per tael \$60.40
BAR SILVER, DOT OZ
Comment of the second s

Quotations are: Allow'ce not. to. ) catty. Malws New ..... \$1000 to \$1040 per picul Malwa Old ......\$1060 to \$1100 Malwa Older .....\$1120 to \$1160 Molwa: V. Old .... \$1180 to \$1220 Persian tine quality £890 to -Perrian extra fine \$900 to -Patna New ......\$1350 to - per chest. Benares New .....\$1340 to Benares Old ..... -

OPIUM.

13th April.

### VESSELS EXPECTED.

THE INDIAN MAIL. The Inde-China steamer Laisang, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m. THE FRENCH MAIL. The M.M. steamer Polynesien left Singapore

for this port on the 11th inst., at 4 p.m., via E. Butterfield, A. Carter, P. Cunliffe, Duverfer, Saigon. THE AMERICAN MAIL. The P.M. steumer Siberia, from San Francisco to the 23rd uit., via Honolulu, left Yokohama

for this port via Inland Sea, &c., on the 11th inst. due here about the 19th inst. MERCHART STEAMERS.

The steamer Satsuma left Singapore for this port via Manila on the 2nd inst. The C.N. steamer Tsinan, from Australian ports, left Manila on the 11th inst., at 6 p.m., Purcell, Reyerd, J. L. Robertson, P. A. Roxas, and is expected here on the 14th inst., a.m.

The F. & A. stenmer Indravelli left Yokohama on the 4th inst., and is due here on 14th inst. The N.Y.K. chartored steamer Kelvin, from London, &c., left Singapore for this port on the 8th inst., at 1 p.m., and is expected here on the 15th inst., at 5 p.m. This steamer brings cargo originally intended for Sado Maru.

The C.C. steamer Clavering arrived at Kobe on the 5th inst., and is due here on the 16th inst. The P. & O. steamer Manila left Singapore for this port on the 12th inst., at 6 a.m.

The A.L. steamer Marquis Bacquehem left Singapore for this port on the 12th inst. The O.S.S. & C.M. steamer Hyson left Singapore for this port, and is due here on the 18th

The F. & A. steamer Empire, from Sydney, &c. left Port Darwin on the 12th inst. for this ports via Timor and Manila.

The O.S.S. & C.M. steamer Pingsucy left Victoria (B.C.) on the 24th ult. for Japan and Hongkong. The C.P.R. steamer Tartar left Vancouver for

Hongkong via the usual ports of call on the 31st ult. The Boston Steamship Co.'s steamer Shawmut

left Victoria for Yokohama and the usual ports on the 1st inst. The O.S.S. & C.M. steamer Agamemnon

should leave Victoria (B.C.) for Japan and Hongkong on the 21st inst. The P. & A. steamer Indrapura left Portland for Hongkong via Japan ports on the 8th inst., and is expected here on the 11th prox.

PASSENGERS.

ARRIVED. Per Glenshiel, from London, &c., Mr. and Mrs. Hudson and child, Mr. McCree.

### JOINT STOCK SHARES.

Hongkong, 18th April.

rrespondence via D	alny and th	e Trans-Siberie	n	Cart In	Hongk	ong, 18th April.	ı
ult, left Singapore o				COMPANY	PAID UP.	QUOTATIONS.	
18th inst. This pay	eket brings	replies to lette	Banks- Hong	zkong & S'hai	\$125	\$040, sellers L'don £63,	
okohama on Monday	the 11th in	est, and may l	Nati	Bank of China		1	ŀ
				A. Shares	£8	\$35h, buyer's	1
LL CLOSE		4 4	-	B. Shares	£8	\$351, buyers	l
DE CHOSE	والمأورة والمشمسة			Foun Shares		\$10.	1
PER	r	ATE.	Betl's	Asbestos E. A		65, sellers	1
				-Hongkong Ice		\$10, nominal	ľ
Powdn	Thursday.		Campb	ell, Moore & Co.	ě10	\$37, r.d., sellers	ı
Chowlai	Thursday,	14th, 8,00 A.:		Borneo Co., Ld.		\$\$.10, buyers	ı
Nicomedia	Thursday,	14th, 11.00 A.:		Light and			ı
Goodwin	Thursday,	14th, 11:00 A.		er Co., Ld }	\$10	<b>\$5.</b>	1
Chiyuen	Thursday,	14th, 3.00 P.s		Prov. L. & M.	\$10	\$8.75, sellers	ł
Hongkong	Thursday,	14th, 5.00 P.	u. China	Sugar		\$123.	1
Anhui	Thursday,	14th, 5.00 P.	I. Cigar	Companies-			ŀ
Taichun	Thursday,	14th, 5.00 P.	Alha Alha	ımbra, Ld.,	\$500	\$200;	I
Hoifu	Thursday,		t hil	ippine Co.,	.10	\$10, buyers	ı
Wingchai	Thursday.	14th, 5.00 P.	Lic.	L	. 120	pio, buyers	ı
Fatshan	Thursday,	14th, 5,00 P.	Cotton	Mills— s		· ^ ·	1
Kinshan		15th, 7.30 A.:	E LIVO	***************************************	Tla. 50	Th. 23, sellers	1
Thales	Friday	15th, 9.03 A.	Inte	mational	Tis. 75	Th. 25.	i
		15th, 11.00 A.		Kung Mow	Tis. 100	Th. 324.	ł
Sungkiang	the state of the s	15th, 3.00 P.	I BUVE	hoe	T18. 500	Ttd. 170.	١
Woosung		15th, 5,00 P.		gkong			ı
Hankow	And the second second	16th, 7,30 A.	Total .	Farm	A.ST	\$121, buyers	l
Falshan			T C	ck & Co., Geo		347.	١
Rubi		16th, 9.00 A.:		Island Cement.		\$234, ex div., sales	ı
Evandale		16th, 10.00 A.:	r. Hough	cong & C. Gus	43.0	\$140, buyers	ı
1	Saturday.	16th,	Hongk	eng Electric }	\$10	113, sales	ł
		Matter and Sai	4		\$6	f6i, buyers	ı
1.	plea			L. Tramways	\$100	\$300.	ı
Doric	the state of the s	tion10.00 A.		itoam Water-	10	\$151, sellers	ı
2011		ation, with la	. 1 1	Co. Ld 5	_		1
		10 cents, up		ong Hotel		\$132 sellers	1
	10.45		2.1 E U	C. Wharf & G		\$220, sellers	J
. ()		11.00 A.	No. 21 an asla	ong Rope		\$94, buyers	ł
Pronto	Saturday,	16th, 5.00 P.	IL GU	V. Dock		\$140, sellers	1
Fatshan	Sunday.		Insura	nco	,	\$206, buyers	1
Honom	Sunday,	17th, 9.00 A.:	Cant	19II		175.	١
Kansu	Monday,	18th, 3.00 P.		a Fire	0.00	- 8 7/2	ł
			Chin	a Traders'		6564, buyers	ł
Por Kwongsan	g, from Sh	anghai, Mess		gkong Fire		£285, sales & buy.	ı
Appleby, Saunder	s, Tylecote, a	and Hogg.		th China		Ts. 671.	ı
	DEPARTED.			DID		\$490, buyers	1
Por Malacod, fr	om Hongkor	g, for Singapor	e, Yan	gtazo	-	\$185.	
Messrs, H. P. O	lcott, G. M.	Heckscher, a	d Land	and Building-		4.400	١
F. A. Edmunds;	for London.	Mrs. Ough at	d Hon	gkong Land inv	\$100	\$145, buyers	1
children, Mrs. Roo	me, and Miss	Noltenias: fro	m			\$10.60, buyers	1
Shanghai, for Lone				nphreys E. {	\$24	\$2.60, sales & buy.	.
Mrs. J. Mossop,	Mrs. Tour	s and obildre	n. Kow	doon Land & B.	\$30	\$35.	
2 Misses Clarke,			2	t Point Building		\$53.	S
E. M. C. Wedeme		- mar naved by		nghai Land		Tls. 107.	
The Tite of the output			Y	Smerch	6:36M1	@10 as11	1

Luzen Sugat .....

Punjom .....

Raubs .....

China and Manila.

Boughs Steamship

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Indo-China S. N. ...

Shell Transport and )

Star Forry .....

S.C. F., Boyd & Co., Ld.

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Mrs. H. J. Bentam Brown, Mr. and Mrs. F. J

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son. Mr. and Mrs. Birchenall and children

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Mr. and Mrs. Bolchover and children, Mrs.

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and child, Mr. and Mrs. A. Wiseman, Mrs. Zieg-

feld and son, Mrs, T. A. V. de Zobel, Miss Zobel,

Baron Amatos Ralli, Sir Alexander Baird, Rev.

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Petersen, Pike. M. Robertson, Magda Robde,

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M. Krauss, Kroecher, J. J. Kuenzli, Hans R.

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\$10 \$210, buyers

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child, Mr. and Mrs. Hutchison, Mrs. Jmai, Mr. and Mrs. S. H. Joseph and children, Mrs. MESSES, FALCONER & CO'S. REGISTER, 13th Apr Kingcome, Mrs. H. Lassen, Mr. and Mrs. Late-Berometer 9a.m., 29.95 Therm. 9a.m. (Wetbulb) 68 gabn and children, Mr. and Mrs. Leefe and Barometer 1r.m. ... 29.92 Therm. 1r.m. Wetbulb) 71 ebildren, Dr. and Mrs. Lehmann, Mr. and Mrs. barometer 4r.u...29.86Thorm. 4r.m. (Wotbulb) 70 E. Legros and child, Dr. and Mrs. Lowry and Thermom 9 A.M....72 Therm, Maximum ... 76 children. Mrs. W. C. Lush, Mrs. Macdonald and Thermom. 1 P.M....76 Therm. Minimum over child, Mr. and Mrs. Macdonald and children, Thermom. 4 P.M....76 Mrs Merrilees, Mr. and Mrs. W. A. Meyer and

	children, Mrs. C. Montague Ede and children,	HON	KGRONG RE	CISTER		
	Mr. and Mrs. W. Noyes Morehouse, Mrs. W. A. Morling, Mr. and Mrs. de Mornay, Mr. and Mrs.		Previous day 4 p.m	On date at 10 a.m.	un date	
-	Nass, Mr. and Mrs. Nock and children, Mr. and Mrs. Norman Dick and children, Mrs. W. Paulus	Parometer	72	30.00 . 72	29.87 75	,
_	and children, Mr. and Mrs. Perry and child, Dr. and Mrs. M. d. Panten and children, Mrs.	Direction of wind		82 E	F 2	
	Rynbende and child, Mrs. Alma Sandow, Mr. and Mrs. Saunders, Mr. and Mrs. A. Sharpe.	Weather	b	<u>•</u>	i <del>b</del>	
	iniu auro, cannucio, ari, mus auro, ar conserbo. /	The second secon				$\overline{}$

Lowest open air temperature on the 12th ........ 67 Hongkong Observatory, 13th April.

### HONGKONG TIDE TABLE. From 14th to the 20th April.

	HIGH WATER.						LOW WATES			
Day of Week,	Day of	Hor	gkong n Time.	He	ight.	Ho Mes	ngkong n Time:	lie	lghi	•
			h, m.		in.		h: m.	ft.	10:	
Thurs	14	130	8 23	. 5	5	(D)	2 13 2 29 a	4	9	
-	40	h	8 42 n	5	9	-		7	8	
Fri.	15	D3	8 51	6	9	in.	3 8 3	1 1	ă	A
	20	-	9 20 a	6	8 2		3 14	0	7	
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	17	-	9 57 n 9 35	6	6	tra.	3 43		3	
San.	11	123	10.34 A	5	8	QLA.	4 23 9	ī	4	¥.
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Mon.	La	Name .	11 10 a	6	9	1	5 3 a	1	3	
lues.	19	m	10 39	5 6 5	9	m	4 38	2	8	
4460	**		AM WE			1	5 48 a	1	2	
Wed.	20	m	0 8	4	.8	m	6 4	1 1	4091684588481	
	1	m	11 21	6		1	6 29 🛦	i 3	1	

UNGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

### TIME TABLE.

				-			
			WE	EK DAY	3.		
1,39	nre o	to 8	.00 a.r	a Eve	ry 10	minutes.	
1.12	0 s.m.	to 8	.30 a.t	nEve	ry 15	minutes.	,
	on.m.	to 9	30 a.r	nEve	ry 10	minutes.	
3.0	o n.m.	to 11	.00 ar	nEve	ry 15	minutes	9
1.7	n a.m.	to 12	.45 p.1	m Ev	ery 15	minutes	•
	5 p.m.	to 1	.15 p.	m Eve	<b>Bry 10</b>	minutes	
	o jum.	to 1	,45 p.1	mEv	ery 15	minutes	١,
	5 p.m.	to 2	.15 p.	mEve	ery 10	minutes	
:.1	b p.m.	to 8	.00 p.:	m Ev	ery I5	minutes	j.,
	Dpm.	to E	.BO p.:	mEy	ery 15	minutes	t,
	) p.m.	to 7	.00 p.	mEv	ery 10	minutes	١.
	m.q O	to 1	3.00 p.	mEv	ery 15	minutes	3.
		+		GHT CAL	-		
	1.45	pau, è	6 6.00	p.m., 9.4	15 to 1	1.15 p.m.	,,

every & hour. BUNDAYS. 500 a.m. to 900 a.m. ... Every 15 minutes. 9 00 n.m. to 9 30 a.m. ... Every 30 minutes. 9.30 n.m. to 10.40 a.m. ... Every 15 minutes. (a) a.m. to 1: 10 a.m. ... Every 10 minutes. and Noon to 2.01 p.m. ... Every 10 minutes. 1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

.to p.m. to 6.00 p.m. ... Every 10 minutes. . 0 p.m. to 7.00 p.m. ... Every 15 minutes. .t6 p.m. to 8.00 p.m. ... Every 10 minutes. NIGHT CARS as on Week Days. SATURDAYS, Fxtr: cars at 11.30 p.m. and 11.45 p.m. SPECIAL CARS by arrangement at the Company's Office, 88 & 40, Queen's Road Contral. JOHN D. HUMPHREYS & SON,

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